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The China Mail
ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11⅝d.

TO CAR OWNERS
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No. 27,902 HONG KONG, TUESDAY, SEPTEMBER 15, 1931. PRICE $3.00 Per Month.

ROUND TABLE

SUB-COMMITTEE AT WORK.

INDIAN PROBLEM

PREMIER AND THE MAHATMA MEET.

Rugby, Yesterday.

The Indian Round Table Conference this morning entered upon the actual business of its second session, when Lord Sankey presided over the Federal Structure Committee. At its first meeting last week the Committee confined itself to an exchange of friendly assurances between British and Indian delegates.

The meeting is still proceeding.—British Wireless Service.

Centre of Interest.

London, Yesterday.

Mr. Gandhi was the centre of interest when, for the first time, he attended a meeting of the Federal Structure Committee of the Indian Round Table Conference.

Flask of Goat's Milk

Carrying a flask of goat's milk, which will be his only nourishment until evening, and closely wrapped in a blanket, the Mahatma, who was accompanied by the Indian poetess, Mrs. Sarojini Naidu, motored from the East End to the West—from his simple residence at Bow to the Palace of St. James's — which he entered by the Press door.

Gandhi's Day of Silence.

Lord Chancellor Sankey presided over the proceedings, Gandhi sitting on his immediate left. He will not speak during the proceedings, for this is his weekly day of silence, but makes his wishes known by signs. His immediate companions are the septuagenarian Pandit Malaviya and Sir Tej Sapru and Mr. Payakar. Both the latter had acted as intermediaries in the conversations between him and Lord Irwin in India.

The new Secretary of State for India, Sir Samuel Hoare, sat on the chairman's right.

The Federal Structure Committee spent the day in a general debate.

Premier And Gandhi Meet.

Mr. Ramsay MacDonald and Mr. Gandhi met quite accidentally last night at Dorchester House, London's latest hotel de luxe. Sir Tej Sapru, the well-known Indian politician, who is staying there, had invited the Premier to a dinner party, but the latter was unable to attend owing to being at Chequers. However, he returned to town earlier than he expected, and decided to avail himself of the invitation. He arrived as the dinner was finishing, and shortly afterwards, Gandhi arrived, and naturally met the Premier, with whom he had an informal conversation of a general character.

The Round Table business was not even mentioned. The Premier's visit lasted half an hour.—Reuter.

President's Speech of Welcome.

Rugby, Yesterday.

Lord Sankey extended welcome to the three new delegates, not present at the last meeting—the Gaekwar of Baroda, Mr. Gandhi and Pandit Malaviya. Their presence, he said, greatly strengthened the representative character of the Committee. He was convinced that with patience and goodwill, such as had been displayed during the earlier work of the Committee a settlement would be reached. Their duty was to make suggestions and examine their acceptability. He did not anticipate anything in the nature of an ultimatum from any quarter, but he would remind the Committee that an ultimatum came, if at all, at the end and not beginning of negotiations.

New Delegates Define Their Attitudes.

The morning and afternoon sittings were mainly devoted to speeches by delegates who had joined the Committee, since the Conference was resumed, and who, in general terms, defined their attitude to the task before them.

Sir M. Dadabhoy's Speech.

One speech which attracted much attention was that of Sir M. Dadabhoy, the great Indian industrialist, who laid great emphasis on the necessity of upholding safeguards. He described the intimate connection between British and Indian finance. Financial safeguards, he said, were necessary to, and in the interests of, both countries. India, as a whole, would not countenance, even to the smallest extent, the idea of repudiating India's debt.

The Communal Problem.

Regarding the Moslem communal issue, he was confident the two great communities would themselves settle the problem which must not be allowed to stand in the way of reforms or a new constitution. If the present opportunity was allowed to slip by, he did not think there would be another so good for fifty years to come. In the settlement of this great communal problem he hoped the British Parliament or Government would, if necessary, act as arbitrator.

Gandhi to Speak.

It is anticipated the Committee will conclude its general discussion to-morrow, when Mr. Gandhi and Pundit Malaviya are expected to speak.

Points for Committee Study.

Afterwards the Committee will begin a study of the details which have been tabulated by Lord Sankey under the following four heads:—

(1)—strength and composition of Federal Legislature, including proportions in each Chamber to be assigned to the States and to British India respectively.

(2)—direct and indirect methods of election.

(3)—relations between the two Chambers.

(4)—distribution of financial resources between the federation and its units.—British Wireless Service.

BELIZE DISASTER

COMMONS & RELIEF MEASURES.

A STATEMENT

U.S. THANKED BY GOVERNMENT.

Rugby, Yesterday.

Replying in the House of Commons to questions regarding the hurricane disaster in British Honduras, the Colonial Secretary, Mr. Thomas, after describing the damage, said that medical requisities had been conveyed to the Colony by United States' aeroplanes and, in this respect, the situation had been adequately met.

The cruiser "Dana" was expected to arrive at Belize on Wednesday with foodstuffs and other supplies, and the Oiler "Serbor" had been directed to embark stores and provisions at Bermuda and proceed to Belize.

The U.S. "Rochester," which been placed by the Navy Department at the disposal of the American Red Cross, was also expected to arrive at Belize shortly with a further consignment of stores.

Mr. Thomas expressed, on behalf of the House, its appreciation of the prompt assistance rendered by the United States' Government, and their deep sympathy with the British Colony in this dreadful calamity.—British Wireless Service.

BERLIN DISORDERS

SERIOUS STREET FIGHTING.

MANY INJURED

WOMEN TRAMPLED DOWN.

Berlin, Yesterday.

Sixty-five were seriously injured this evening in fierce street fighting between Nazis and Communists which occurred to-day. A crowd of 20,000 assembled at the Sports Palace, where Nazi and Communist leaders were making speeches. The mob rushed in and trampled down many women who happened to be there. The Police used their truncheons freely, but the rioting continued for hours before the streets were cleared.—Reuter.

AUSTRIAN REVOLT OVER.

Other Important Arrests.

LEADER FLEES.

Vienna, Yesterday.

Dr. Pfreimer's revolt has completely collapsed and Dr. Pfreimer is reported to have fled to Italy, but his chief of staff, Renter, also Prince Starhemberg, former Minister of Interior, and the Commander-in-Chief of the Upper Austrian Heimwehr have been arrested.

In many places the mere appearance of troops was sufficient to disperse the Fascists.—Reuter.

DEATH OF MR. H. E. SCRIVEN.

Resident of Colony 27 Years.

LANE, CRAWFORD'S. LOSS.

We regret to announce the death which took place in the Peak Hospital, early this morning, of Mr. H. E. Scriven, manager of the furnishing department of Messrs. Lane, Crawford and Co., Ltd.

Mr. Scriven had been a resident of the Colony for nearly 27 years and had a large circle of friends to all of whom his death will come as a personal loss.

He first arrived here on November 9, 1904, to join the staff of Messrs. Lane, Crawford's and worked in their furnishing department, rising to be manager.

During the war Mr. Scriven served in the Hong Kong Volunteer Corps and also did good service as a volunteer during the strikes. He was a free mason, being P.D.G.S. of the District Grand Lodge of Hong Kong and South China E. C.

He is survived by his wife and a daughter, and another relative in the Colony is his brother-in-law, Mr. T. G. Stokes, of the Land Office, to all of whom and other relatives at Home the sympathy of many friends will be extended in their sad bereavement.

The funeral takes place this afternoon, passing the Monument at 6 o'clock.

LEAGUE OF NATIONS

China Elected to Council.

SPAIN'S RE-ELECTION.

Geneva, Yesterday.

A new record was created in League annals this afternoon when China was unanimously elected to the Council and Spain re-elected non-permanent council member.

KWANGSI NOTES

NANNING ALLEGES A "HOLD-UP."

BOYCOTT THREAT

AMERICAN EXPRESS CO.'S POSITION.

The alleged failure of the American Banknote Company and the American Express Company to deliver bank notes to the Kwangsi Provincial Bank has apparently caused a good deal of feeling, and a boycott of the two American companies is being considered, according to reports emanating from Nanning, the capital of Kwangsi. It is further alleged that the American Banknote Company "has violated the agreement" by communicating the "material facts" to Nanking,

THORBURN CASE.

Another Statement In The House.

STILL INVESTIGATING.

London, Yesterday.

In the House of Commons, replying to a question in connection with the Thorburn case, Capt R. A Eden, Foreign Under-Secretary stated that neither had Government completed its examination of the position reached in the negotiations nor had the Minister in China reported any action subsequent to that described in the statement made on September 10.—Reuter.

[The previous statement made by Captain Eden was to the effect that the enquiry had not yet been completed. The Chinese Government had reported that it was progressing satisfactorily, and a report could be expected before the end of the month (September). Sir Miles Lampson had pressed the Chinese Foreign Minister for a report at the earliest possible moment, and had made known his disappointment at the delay on the part of the Chinese authorities.]

who "asked the American Minister to restrain the American Express Company at Hong Kong from delivering the notes."

Express Company's Position.

The attitude of the American Express Company in Hong Kong was explained to a *China Mail* reporter this morning, in an interview. It was stated by Mr. C. H. Benson, General Manager, at the outset, that there has never been any application for delivery of the notes, which have been stored for over two years in Hong Kong. The bill of lading (a copy of which was shown to our representative) is a non-negotiable document, in which the American Banknote Company are named as consignees. The space for endorsement is still blank: but the American Express Company are quite prepared to hand over the notes when the documents are duly completed.

Only Carrying Agents.

It was emphasised that the American Express Company has acted throughout merely in its capacity of carrying agents. As such, the political aspect of the question, if such there be, would naturally not concern them, their whole duty being to deliver the goods to a properly appointed official or agent of the consignee. But so far no application for delivery has been made.

(*Continued on Page 12.*)

TRUCE IN ARMS

CONSIDERING ITALY'S PROPOSALS.

NO DELAY

STATEMENT IN PARLIAMENT

Rugby, Yesterday.

The Prime Minister, Mr. Ramsay MacDonald, questioned in the House of Commons on the proposal of the Italian Foreign Minister, Signor Grandi, at Geneva for an Armament Truce said, that until details were known Government could not pronounce an opinion on the suggestion. Certain delegations had submitted a resolution to the Assembly asking Governments to abstain, pending the Disarmament Conference, from measures increasing the present level of armaments. The resolution would be examined in Committee and the British Government was keeping in close touch with its representatives at Geneva with regard to it.

Answering another question, Captain Eden, Under-Secretary for Foreign Affairs, said he gladly took the opportunity of stating that the United Kingdom Government was definitely opposed to any postponement of the date of the world Disarmament Conference due to meet in February next.—British Wireless Service.

NAVAL BUILDING PROGRAMMES.

Permissible Tonnage Not Yet Built.

Washington, Yesterday.

Figures published by the U.S. Navy Department reveal the surprising fact that all five Powers signatory to the London Naval Treaty have built far less than they were allowed by the treaty. For the year 1930-1931, Britain is 57,000 tons behind the permissible amount and the United States 100,000 tons. The Japanese, French and Italian figures are not given, but are stated to be also lagging.—Reuter's American Service.

HUNGARIAN TRAIN DISASTER.

English School Teacher Also Killed.

Budapest, Yesterday.

In addition to Mr. Harry Clements, a Miss Hilda Fowlds of Faversham, an English school mistress, was among those killed in the train disaster yesterday.—Reuter.

BRITAIN & AMERICA

Bank Governors to Confer.

FINANCIAL SITUATION.

Halifax, Yesterday.

It is reported that Mr. Montagu Norman, Governor of the Bank of England is to meet Mr. Harrison, Governor of the Federal Reserve Bank, New York, in Montreal and to confer upon the international financial situation, particularly as it affects Britain and America. The rumour is strengthened by the fact that Mr. Montagu Norman has cancelled his passage to England for which country he was due to leave to-day.—Reuter.

ECONOMY BILL

MOTION TO REJECT DEFEATED.

MAJORITY OF 67

SPEECHES OF IMPORTANCE.

London, Yesterday.

The House of Commons by 310 to 253 votes defeated the Opposition motion for rejection of Government's Economy Bill which was read for the second time.

Only An Ironical Allusion.

The reference by Mr. P. Snowden, in the House of Commons this afternoon, to the Executive Labour Party having "shorthand-writers hidden under the table" when the late Labour Government disclosed its economy proposals, now transpires to have been an ironical allusion to the statement made by Mr. Arthur Henderson in the House of Commons last week that he could produce shorthand notes of the proceedings.

Opposition Maintains There is No "Equality of Sacrifice."

Rugby, Yesterday.

In the House of Commons the debate was resumed on the second reading of the National Economy Bill.

Mr. Arthur Greenwood, for the Opposition, said the late Government was prepared to consider the proposals if they would achieve true "equality of sacrifice." They parted company because a number of them would not accept the view of "equality of sacrifice" taken by the other two political parties.

Compulsion of Financial and Economic Necessity.

Sir Herbert Samuel, Home Secretary, admitted that the economy measures must diminish purchasing power and, in consequence, cause some decline in employment, but the Nation was acting under the hard compulsion of financial and economic necessity. Many of them, who for forty years had taken an active part in the work of social reform, found themselves compelled to injure the cause in which they passionately believed. They would support the Bill with a heavy heart but with a clear conscience because they knew there was no alternative.

Cannot Attack September Economics Approved in August.

Sir Herbert proceeded to describe the inter-party negotiations which had preceded the resignation of the late Government and concluded by protesting that ex-Ministers were not free to attack in September economies which they were ready to approve in August.

The debate continues.—British Wireless Service.

Second Reading.

London, Yesterday.

The second reading of the debate on the Economy Bill will be concluded in the House of Commons late to-night. It seems probable that much of the discussion will be concerned with the extent to which the previous Government were committed to cuts in expenditure, which the measure will put into effect.

The leader of the Opposition, Mr. Henderson, stated that £56,000,000 of economies had been provisionally accepted by himself and his colleagues before their resignation.

The general debate on the Budget resolutions, imposing alterations on taxation, will end to-morrow night, and will, on the two following days, be discussed in detail during the report stage.

It is pointed out that of £40,500,000 to be raised by new taxation in the current financial year, £29,000,000 will be derived from direct taxation. For a full year the figures are £81,500,000, and £57,500,000.

With the Budget and Economy Bill both under way, the Government are concentrating their attention upon means of achieving a favourable trade balance.

Britain's Adverse Trade Balance.

Reuter understands that the Prime Minister has appointed a Cabinet Committee to consider the whole question of Britain's adverse trade balance, and to examine all the proposals advanced, including Mr. Runciman's proposal for banning luxury imports and the proposed revenue tariff.

Sir John Simon's Speech.

The week's Parliamentary proceedings promise to be highly important, and among the speeches awaited with particular interest is that of Sir John Simon, who intends to-morrow to draw conclusions from the results of a careful analysis he recently made of the British trade position.—Reuter and British Wireless Service.

AIR SPEED RECORDS

THE KING SENDS CONGRATULATIONS.

OFFICIAL SPEEDS

21 M.P.H. GREATER THAN 1929 RECORD.

Rugby, Yesterday.

The King has sent his congratulations to Squadron Leader Orlebar, Flight Lieutenant Boothman, Flight Lieutenant Stainforth and all Officers and men of the High-Speed Flight on their victory in yesterday's Schneider Trophy contest and the achievement of a new world's high-speed record.

Official Speeds Details.

The Royal Aero Club to-day issued the official speeds of Flight Lieutenant Stainforth's attempt on the International Three Kilometre Record which differ slightly from the figures announced immediately after the event which were based on stop watch readings. The speeds as measured by the Automatic Timing Device required by International Regulations show that Flight Lieut. Stainforth accomplished a mean speed for four runs of 379.05 miles an hour of 610.01 kilometres an hour. The new record, therefore, is slightly more than 21 miles an hour greater than the record of 357.7 miles an hour set up in 1929 by Squadron Leader Orlebar.

Preparing for Another Attempt.

If weather conditions are favourable Flight Lieut. Stainforth will make a further attempt this week on the world speed record, and a specially tuned up Rolls-Royce engine will be fitted to the Vickers Supermarine Seaplane for the purpose in place of the Schneider standard engine used yesterday. Pending the result of this attempt it is uncertain whether yesterday's record will be submitted to the Federation Aeronautique Internationale.

Boothman's Achievements.

The record for the 100 kilometres was also beaten yesterday by Flight Lt. Boothman in the course of his winning fly over of the Schneider course at a mean speed of 340.08 miles an hour. His speed over the 100 kilometres was 342.8 miles an hour.—British Wireless Service.

DO-X STRUCK BY LIGHTNING.

One of Crew Injured.

MACHINE UNDAMAGED.

New York, Yesterday.

Lightning struck DO-X at North Beach Airport. One of the crew was injured, but the flying boat was not damaged.—Reuter.

BANKS

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $30,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling ..... £ 6,500,000
Silver $12,000,000
Reserve Liability of Proprietors $20,000,000

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ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KOWLOON	YOKOHAMA
KUALA LUMPUR	

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 27th February, 1931.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN,
Chief Manager.

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Reserve Funds .....$ 3,820,503.82

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SHOU J. CHEN,
Manager.

Hong Kong, 5th March, 1931.

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Head Office:—Hong Kong.

Authorised Capital (H.K. Currency) $11,000,000
Paid-Up Capital 5,555,555
Reserve Fund 1,100,000

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Hamburg	San Francisco
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Hong Kong	Shanghai
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Karachi	Soerabaya
Kobe	Sydney
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Los Angeles	Tokyo
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Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

H. MORI,
Manager.

Hong Kong, 11th September, 1931.

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Incorporated by Royal Charter, 1853.

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CEBU	SAIGON
COLOMBO	SEMARANG
DAIREN	SEREMBAN
DELHI	SHANGHAI
HAIPHONG	SINGAPORE
HAMBURG	SITIAWAN
HANKOW	SOURABAYA
HARBIN	TAIPING
HONG KONG	TIENTSIN
ILOILO	TOKYO
IPOH	TONGKAH (Bhuket)
KARACHI	TSINGTAO
KLANG	YOKOHAMA
KOBE	ZAMBOANGA
KUALA KANGSAR	
KUALA LUMPUR	

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. STUART,
Manager.

Hong Kong, 17th August, 1931.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY)

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Established 1824.

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* These offices have safe deposit boxes to let.

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Banking business of every description transacted.

A. STOKKINK,
Manager.

Hong Kong, 18th August, 1930.

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Head Office: 65, Broadway, New York.

Capital .....U.S.$6,000,000
Surplus .....U.S.$1,572,454
Reserves .....U.S.$1,903,209

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Bremen	Lido	Rotterdam
Brussels	London	Rome
Buenos Aires	Liverpool	Stamboul
Cairo	Lucerne	Shanghai
Calcutta	Lugano	Southampton
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Authorised Capital Straits $20,000,000
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Paid-up Capital .... " 4,000,000
Reserve Liabilities of Shareholders .. " 4,000,000
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F. McD. COURTNEY,
Manager.

Hong Kong, June 16, 1931.

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HEAD OFFICE:—Taipeh, Formosa.

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HOW THE SLIPPER TRADE BEGAN.

Portraits of the Pioneers.

RAWTENSTALL ENTERPRISE.

In November, 1874, a young man from Rawtenstall took samples of slippers to Manchester and sold six dozen pairs at nine shillings the dozen to a one-armed man who had a stall in Shudehill Market. This was the first wholesale order for Rossendale slippers ever given. Since then they have been sold in the four corners of the earth.

The pioneer was the late Mr. J. W. Rothwell, the founder of the slipper trade in Rossendale, whose portrait, along with those of six other pioneers of the industry, was unveiled recently in the Rawtenstall Public Library. The other portraits are of Mr. Samuel McLerie, Sir H. W. Trickett, Mr. J. R. Brooks, Mr. J. H. Hirst, Mr. R. A. Hoyle, and Mr. J. H. Parker, of whom one only, Mr. Brooks, is still alive. The portraits are all by Mr. E. Hartley Mooney, and will form a part of the Corporation's permanent collection in the Whitaker Park Art Gallery.

Rawtenstall, the centre of Rossendale and its slipper industry, does not keep all its eggs in one basket. Cotton, wool, quilting, felt, and for more than fifty years the making of shoes and slippers help it to pay its rates and taxes, and though the town, with the rest of the country, is in the trough of the industrial wave, the slipper trade of which it is the hub can point to considerably more than 8,000 persons engaged in it in one capacity or another, an increase of 25 per cent. in ten years.

The Mayor's Suggestion.

It was natural, therefore, that a suggestion coming from the Mayor (Alderman W. Hardman) that the beginnings of the slipper trade be commemorated should be taken up with enthusiasm. The families of these "men who made the industry" were very willing to present such paintings to the town, though (again on the suggestion of the Mayor) it was the Rossendale Shoe and Slipper Manufacturers' Association who reserved to themselves the gesture of presenting that of Mr. Rothwell.

So at a public ceremony over which the Mayor presided, Alderman S. Compston (vice chairman of the Library, Art Gallery, and Museum Committee) accepted the gifts on behalf of the Corporation, along with two landscapes in oils from an anonymous donor and a still-life painting by Mr. Mooney.

Although the felt trade, of which the slipper trade is the direct outcome, came to Waterfoot-in-Rossendale in the fifties from Leeds, it is the pride of the district that the slipper trade arose here on its own enterprising feet. It is unnecessary to raise an historical quibble. By the slipper trade, as Alderman Hardman so well put it is meant the then new type of article, the cheap felt slipper, which not only supplied a need but created a demand.

In the old days, the custom was, where felt was made and printed, for the warehousemen (who had to walk on the pieces to match the patterns, and could hardly do that in clogs or shoes), to make themselves pairs of crude slippers from the tab ends of the felt. To buy these tab ends and make slippers for their families and friends was an inevitable step, and it was only another one to small retail trading, personal orders being accepted, executed, and delivered in an immediate neighbourhood.

Manchester Stimulus.

But it was left to Mr. Rothwell, a young block printer by trade, to see the wider commercial possibilities of a domestic craft, and it was through the stimulus he received in Manchester that the following year he embarked on the expense of engaging, as assistants to himself and his family, four young girls, who thus became the first employees of the slipper trade. Two of them, Mrs. M. Mitchell and Mrs. D. Walmsley, of Waterfoot, still survive. In 1877 Mr. Samuel McLerie began to supply wholesale. Others followed, and by about 1880 a definite industry was emerging which has in the course of years spread beyond Rossendale to Bury, Pemberton, and elsewhere.

The ups and downs of it would be too long a story to tell, but it is worth noting that it had its inception in bad times, when cotton mills were closing down, so that there were numerous factories ready at hand to house the new industry. It is a remarkable fact that even to this day not a single new factory has been erected in its entirety for the needs of the industry, and that, almost without exception, the slipper works in Rossendale were previously cotton factories.

It was between the condition of things then and the condition of things now that the Mayor drew a stimulating parallel when he said that if the state of things to-day gave rise to new ideas and inventions the present adversity will not have been all bitterness.

THE PRINCE'S FOREWORD.

Trade Journal For South America.

Many business men are asking how the gains made for British trade by the Empire Exhibition at Buenos Aires are to be consolidated.

One of the first requirements is some provision for a permanent campaign of publicity. With this in mind Messrs. Benn Brothers have launched a trade monthly for South America, "Industria Britanica."

The Prince of Wales has written in Spanish a foreword to the first number, in which he stresses the value both to consumers in South America and manufacturers in Great Britain of this new link of communication.

Written in Spanish, and sold at one shilling or one peso, "Industria Britanica" describes the latest developments in British trade to the South American buyer, and the journal has the official support of the Federation of British Industries.

CHEMICALS FROM STRAW.

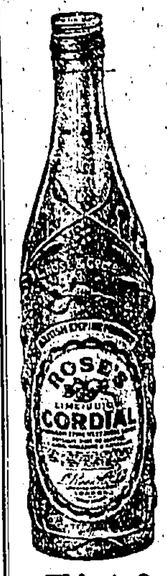
The destructive distillation of straw to produce gas and various chemicals has been brought forward from time to time as one of the promising means of utilising the vast quantities of straw going to waste annually in Western Canada. It is not known that any experimental work is being done in Canada but the following statements by Mr. W. W. Skinner of the Bureau of Chemistry and Soils, U.S. Department of Agriculture regarding present experimental developments in this field in U.S.A. are of interest.

"The Bureau of Chemistry and Soils has for the past year been devoting considerable attention to the destructive distillation of farm waste materials such as straw, and following some preliminary tests, made in commercial size distillation equipment on several of these materials, this Department entered into a loosely co-operative agreement with the Straw Products Chemical Company located at St. Paul Park, Minnesota. The plant of this company had formerly operated on the destructive distillation of straw, and had been forced into a receivership. At the request of the company this Department assigned an engineer to that plant who redesigned the plant and process and installed a new type continuous distillation retort. This work is not as yet completed, therefore little can yet be said as to results obtained.

This Department, furthermore, is now engaged in an additional study with full size commercial equipment, at a new location, in which we hope to examine more closely the problem from the scientific side, as our work at St. Paul was somewhat limited to purely commercial possibilities."

It is, therefore, anticipated that within a year or eighteen months fairly definite information will be available on the commercial feasibility of the project.

A Teaspoonful



or so makes a whisky and soda a great

Thirst Quencher.

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FREE PORT AND BOND.

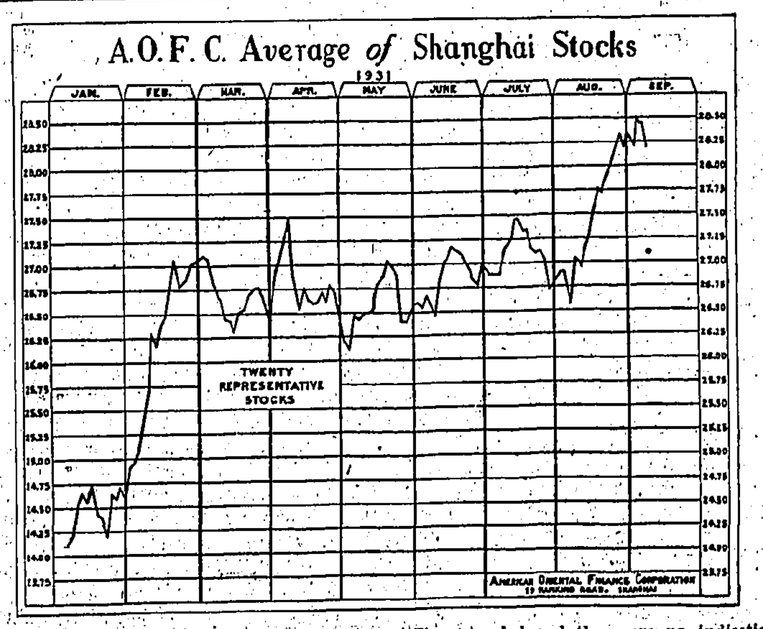
Refrigerating Store-House To Be Built In Basle.

A new refrigerating store-house is about to be contructed at Basle, thus giving a measure of the important rank this city occupies with regard to international commerce. Situated in the vicinity of the goods station, this store-house is to comprise a free port and bond. It will be composed of several buildings and numerous halls where the temperature will range from—15 to + 10 degrees centigrade. A special construction will be reserved for storing fish, another for bananas and other fruits.

The total cost of these installations has been estimated at 2.8 millions. Besides the Swiss railways and the Basle Store-House Co. German railway companies, the Alsace-Lorraine, Eastern and Northern railway companies of France, as well as the French Co. of Transports and Store-Houses of Paris, are to participate.

This plan will increase further Basle's importance as a centre for the international exchange of foodstuffs.

A.O.F.C. Average *of* Shanghai Stocks



Further irregularities have been noticeable in the Shanghai Market during the past week, although the A.O.F.C. Average established a new high for the year at 28.51 on September 4. The recession from this point has been resisted and at one time it looked as if forces were gathering in the market, and the advance was to be continued.

But several of the leading stocks had no rallying power, and the market turned easy. The extended rise from August 6 to September 4, was impressive and a resting period is normal for the leaders of the advance.

In going up, the market was led first by one group, and then in turn by several other prominent issues. In this manner an effective advance was staged that allowed stocks to consolidate gains under the most favourable conditions.

Market sentiment is still good, and there are no indications of a reactionary market. Some issues like General Forge are still in demand, and a firm tone is noticeable in groups in which, good business returns have reported for the current year.

The statistical record of the A.O.F.C. Average follows:—

January 6, 24.10
High for year September 4, 28.51
Recent low point August 6, 26.54
September 8, 28.20

ROUND THE LOCAL CINEMAS.

Reviews from Official Sources.

MR. LEMON OF ORANGE.

"Mr. Lemon of Orange," the Fox comedy showing at the King's Theatre for the last time to-day, is one of the funniest pictures of the year to be shown on a local screen.

El Brendel, famous Swedish dialect comedian, and Fifi Dorsay, vivacious French comedienne, have the starring roles and succeed in keeping the fun going from the first scene until the final fadeout.

This reviewer considers the teaming of these two comedy stars as a move but a bit short of inspiration, as they work perfectly together and extract every ounce of humour possible from the laugh arousing situations.

Brendel appears in a dual role in this picture, the first as the inoffensive toy clerk, "Mr. Lemon," and the other as the hard-boiled gang leader, "Silent McGee." The contrast in the two portrayals is very convincingly done, and Brendel proves that he really can act a straight part as well as do his usual Swedish characterisation to a queen's taste.

Miss Dorsay shines as the night club singer and incidentally delivers a clever song to prove that she really can sing. "My Racket Is You" has a catchy air and swing to it.

Briefly, the ludicrous incidents arise from a case of mistaken identity, the toy clerk being in the neighbourhood of a hi-jacking and mistaken for the gang leader. During the hi-jacking, Dorsay's brother is killed and she swears to put McGee "on the spot."

Others in the cast including William Collier, Sr., Ruth Warren, Donald Dillaway and Joan Castle, acquit themselves in an excellent manner.

John G. Blystone, the director, has turned out a picture that is fast in action and sparkling in comedy. It provides one of the biggest laughs of the year.

"RESURRECTION."

Nearing the completion of its engagement at the Central Theatre, "Resurrection" is drawing capacity audiences daily.

This stirring flesh-and-blood drama of the great Tolstoy's immortal story is gripping new thousands every day for the talking picture version which Erwin Carewe has so capably directed for Universal Pictures uncanny realism to the vivid action.

The Tolstoy epic of prince and peasant which has been published in almost every language is a throbbing, emotional narrative splendidly portrayed by John Boles and Lupe Velez in the principal roles.

Boles has never given a finer screen performance in the role of Prince Dmitri. His golden voice is also given broad expression in several dramatic episodes with the little peasant maid, Katusha Maslova, played exquisitely by Lupe Velez.

Critics have openly agreed that in "Resurrection," this fiery Latin star demonstrates a rare understanding of deep drama for the first time in a screen role, and proves herself a great dramatist actress.

The story has been faithfully produced and nothing has been spared that could add to its magnificence and realism.

Director Carewe has fulfilled his promise to preserve the spirit of Tolstoy's work to the final chapter which keeps the audience in suspense until the last 70 feet of the film.

Nance O'Neil, William Keighley, Rose Tapley, and others of the supporting cast offer fine performances. "Resurrection" is a truly great picture and bids fair to take its place among the superior screen plays of the decade.

To-day is the last day of its engagement in this Colony. Those who have not yet had the chance to see it are strongly advised to see it by all means. It's a much improved production as compared will the silent copy released years ago which was directed by the same director with Rod La Roque and Miss Del Rio in the leading roles.

"CIMARRON."

"I love to lose myself in other men's minds," said Emerson.

Irene Dunne changed that saying to read, "the Edna Ferber mind," while playing Sabra Cravat in Radio Pictures' "Cimarron," now showing at the Queen's Theatre.

"Not because of this one role alone," she explains, "I have read Miss Ferber religiously for years. For a period of 70 weeks I enacted one of her heroines in the stage play "Show Boat."

"In many ways my life coincides with the fictitious lives of Sabra and Magnolia, Feber heroines. Like them, I'm an expatriated southerner.

"Although most of my life has been spent in the North I still have the deepest affection for the Louisville traditions of my family."

Miss Dunne, who recently went to Hollywood from the New York stage, competed with scores of leading film actresses for the role of Sabra in "Cimarron."

It was considered the screen plum of the season.

She not only portrays various ages between 18 and 64, but changes her voice to that of a tremulous old lady.

Opposite her, in the starring role, is Richard Dix. Others in the cast include, Estelle Taylor, Rosco Ates, Georgie Stone and Edna May Oliver.

"UP THE RIVER."

Spend most of your spare time usefully. That is the way to succeed on the stage, the screen, or in any walk of life, according to beautiful blonde Claire Luce, noted dancer and actress who makes her talking screen debut in the leading feminine role of "Up The River" the Fox Movietone coming to the King's Theatre next.

"Practically everyone has at least two or three hours a day when their time is entirely their own," Miss Luce says, "and their measure of success depends to a great extent on what use they make of this time. The most prominent actors and actresses I know put in a surprising amount of time on matters directly connected with their work, watching other noted players, studying theatrical art, doing research work regarding the character they are portraying or that of the next role they are to have, training their memory, keeping in physical shape with exercise and calisthenics and so on.

"No one can possibly know everything there is to know concerning their job, and the ones who use their own time learn more about it are the ones who win out."

Miss Luce, herself, practices what she preaches. Having scored equally well as a dancer and as a dramatic player in the Ziegfeld "Follies" and in "Burlesque" and "Scarlet Pages," she allots a certain number of hours a day to keeping up her proficiency in both fields. During a recent trip to Europe, she became interested in Hungarian dancing and made a special trip to Budapest to learn some of the more intricate steps of the csardas or native dances.

Spencer Tracy, who played the role of Killer Mears in "The Last Mile" on Broadway, has the leading male role in this Fox Movietone comedy, which was directed by John Ford, from Maurine Watkin's original story. Warren Hymer, Humphrey Bogart, Joan ("Cherie") Lawes and William Collier, sr., are the other featured players.

"ALOHA."

Albert S. Rogell, B. O. D. If the picture business were a college institute instead of an entertainment studio, the degree B. O. D., which means Box-Office Director, would most assuredly be legitimatised in the case of Mr. Rogell. And this title, given to him by many executives in the motion picture industry, is justly deserved. Not because he has directed hundreds of interesting motion pictures, but because he knows the fundamentals of directing. The same technique that he applied to a picture in the silent days he has applied to the newer talking picture era.

Albert Rogell now heads the Rogell Productions, Ltd., a company formed for the purpose of concentrating upon the producing of action moving talking pictures, and they offer as their first production, "Aloha," which is the attraction to-morrow at the Central Theatre.

It is the belief of Rogell that an independent producing organisation has a better chance of giving the patrons of the theatre a finer motion picture when an entire organisation can concentrate intelligently upon one picture at a time. Knowing the task of every unit is also most important, and in this case it is a well known fact that Rogell has had sixteen years of experience in the making of motion pictures. Property man, assistant director, camera man, cutter, editor, author and practically every phase of the business has at one time or another been a part of Rogell's job.

"Aloha" justifies the confidence placed in Rogell by his associates. The first of a series of four pictures for Tiffany release, "Aloha" contains the basic technique necessary to perfect screen entertainment. The cast alone speaks volumes for the production. Headed by Ben Lyon and Raquel Torres, it also includes Robert Edeson, Alan Hale, Thelma Todd, Marian Douglas, Otis Harlan, T. Roy Barnes, Robert Ellis, Donald Reed, Dickie Moore, Marcia Harris, Addie McPhail, Phyllis Crane, Al St. John and Rita Rey.

Thomas H. Ince and J. G. Hawks are authors of "Aloha," which was adapted by Adele Buffington, with Leslie Mason and W. Totman furnishing the dialogue. The story is concerned with the adventures in society of a half-caste girl who is transplanted from her tropical island to San Francisco by her husband. It is a romance with highlights of happiness and sorrow, comedy and tragedy. The action almost entirely takes place in San Francisco and aboard a palatial yacht. The women in the cast are beautifully gowned. The recording is Western Electric.

BRASS FOUNDRY "BAGGAGE."

A young Horwich engineer sailed in the s.s. Newfoundland from Liverpool recently taking with him some unusual "baggage." It consists of the entire equipment a brass foundry, including a furnace, tools and 80 tons of brass for smelting. The engineer is Mr. Granville Pollitt, 14, Stanley Grove, Horwich, who served his apprenticeship at the Horwich L.M.S. Loco works, and he is bound for St. John's, Newfoundland, where he is to superintend the opening of a new brass foundry for a firm of iron founders. Mr. Pollitt will also instruct the firm's workmen in the use of the equipment he is taking out with him. He expects his contract to last six months or more.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.

To-day — King's Theatre: "Mr. Lemon of Orange."

To-day — Queen's Theatre: "Cimarron."

To-day — Central Theatre: "Resurrection."

To-day — Majestic Theatre: "Quick Millions."

To-day — Star Theatre: "Devil May Care."

Sports.

See Sports Diary on Page 4.

Home Mails.

To-morrow—Outward for Europe via Siberia (Tatsuta Maru) 8.30 a.m.

Lammert's Auction.

September 17—At Kowloon Naval Depot, old and surplus victualling stores, 9.30 a.m.

Meeting.

September 17—Y.M.C.A. members' meeting, 9 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. S. Moutrie & Co.

6-6.36 p.m.—Orchestral.

An American in Paris (George Gershwin), Victor Symphony Orchestra with George Gershwin (35963-4).

Ballet Egyptien Suite (Luigini), New Light Symphony Orch. (C1254-5).

6.36-7.20 p.m.—Variety.

Song—
Always in All Ways,
Beyond the Blue Horizon,
Jeanette MacDonald, Soprano (22514).

Organ Solo—
Jeannine I Dream of Lilac Time,
King for a Day,
Jesse Crawford (21681).

Song—
When Twilight Comes, I'm Thinking of You,
Calling Me Back to You,
John McCormack (Tenor) (1197).

Hawaiian Orchestra—
Maria, Mari,
Girl of My Dreams,
Walter Kolomoku Honolulu ans

Humorous Song—
Like the Big Pots Do,
I Think of What You Used to Think of Me,
Gracie Fields (B2923).

Organ Solo—
Sylvan Scenes,
H. Vincent Collier.

Organ Solo—
Now I'm in Love,
Reginald Foort (B3361).

7.20-8 p.m.—
Quintette in F Minor (Brahms Op. 34),
Played by Harold Bauer & the Flonzaley Quartet (Piano, 2 Violins, Viola and Cello) (M-10).
1st Movement—Allegro non troppo.
2nd Movement—Andante, un poco Adagio.
3rd Movement—Scherzo (Allegro).
4th Movement—Finale.

8 p.m.—Local Time and Weather Report.

8.03-11.30 p.m.—Ko Shing Theatre Relay.

11.30 p.m.—Close Down.

WHEN PATRICK GETS ANNOYED.

Puffer-Fish Blows Himself Up.

FLOATING HELPLESS.

When Patrick the puffer-fish in the Zoo aquarium gets annoyed, which is quite often, he blows himself up like a balloon until he nearly bursts. Then he can do nothing but float helplessly on the surface of the water. A Fellow of the Zoological Society said recently:

"Patrick is the living counterpart of the ambitious young frog in the fable who tried to blow himself up as big as an ox. He has no scales like most fish, but there are some very sharp spines on his tough skin. When he gets angry he swallows air so fast that he expands just like a balloon.

"Up he comes to the surface upside down, and in this condition he is perfectly helpless and can only drift at the mercy of the currents. He can be as angry as he likes, but can do nothing.

Spiny Coat.

"When the skin is stretched tight, the spines stick out at right angles, and so keep off all enemies. His spiny coat has earned him the name of sea hedgehog, but puffer-fish describes his antics much more effectively.

"When Patrick comes to a more reasonable frame of mind he lets himself down by expelling the air from his mouth and gills with a loud hissing sound. It is said that he can also fill up with water when needed and squirt jets at his enemies. It must, however, be difficult to aim straight when he is floating upside down.

"His jaws are hard and sharp, something like a parrot's beak, and in the tropical seas where he lives he can break off branches of coral quite easily.

"There are about one hundred fishes of his family, and many of them are highly poisonous."

MR. VERNON HARTSHORN.

The Right Hon. Vernon Hartshorn, of Hill Crest, Maesteg, Glamorgan, M.P. for the Ogmore Division, and Lord Privy Seal, Postmaster General in the first Labour Government, and one of the Labour representatives on the Simon Commission, at one time president of the South Wales Miners' Federation, died on March 13 last, aged 58 years, leaving estate of the gross value of £2,278 15s. 9d., with net personalty £1,988 17s. 1d.

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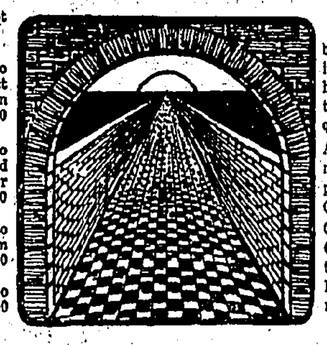

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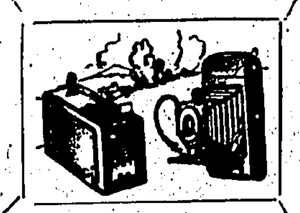

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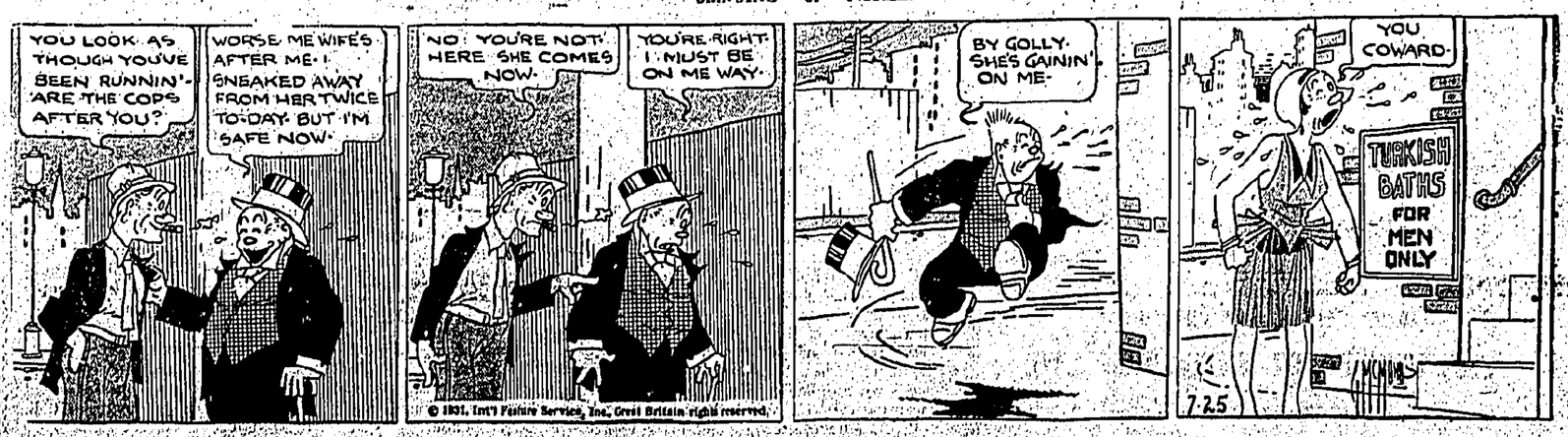

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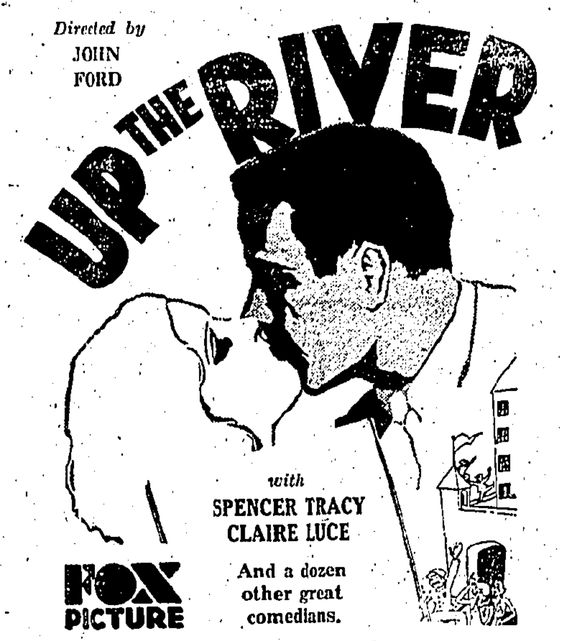

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CURRENT SPORTING GOSSIP

JACK DEMPSEY TO COME BACK.

Definite Plans Now in View.

WILL HISTORY REPEAT ITSELF?

Seattle, Sept. 9.

Jack Dempsey, whose ability to bang his opponents on the chin was only exceeded in fight history by his ability to bang the keys of old Tex Rickard's cash register, announced definitely to-day that he is ready for a comeback at the title.

Ever since Dempsey decided to sue his movie star wife, Estelle Taylor, for a divorce, fans have expected him to go back to his first love, the ring.

Jack might as well have declared his purpose when he started his recent series of four-round events, but he did not commit himself before to-day.

Now he has uttered about the sweetest words that the sport pages have printed about the fighting business since Gene Tunney announced he was going to take up Shakespeare.

Jack told newspaper men to-day that he has been thoroughly satisfied with the way the old legs and arms worked in his recent exhibition matches and training.

He said in about three more months he will be ready to sign up against all comers, among whom he hopes will be Max Schmeling, Jack Sharkey and Primo Carnera.

Jack is resuming at the age of 36, reached last June—which past experience he indicated has been on the downhill side for most fighters. However, there has never been another Jack Dempsey.

Jack has not been in a real fight since he lost his second engagement to Gene Tunney in the Summer of 1927, four years ago. He held the title from 1919, when he knocked out Jess Williard at Toledo, until Tunney won a 10-round decision from him in 1926.

Jack was the biggest drawing card the ring ever knew—and no doubt he can still defend that title, whether or not he can stand up with some of the younger boys of the game in the ring.—United Press.

U.S. COLLEGES AND ATHLETICS.

Students "Exploited" for Show.

VAST INCOMES.

College athletics in America involve "the exploitation of the student, his diversion from genuine college study and social life, and his service under professional trainers in preparation for a commercial show before the public."

This statement is made by Dr. Henry Smith Pritchett, in the 25th annual report of the executive of the Carnegie Foundation for the Advancement of Teaching of which he is president.

At Harvard, he reveals, $1,250,000 (£250,000)—more than one-tenth of the University's total income—is derived from athletics.

"One wonders," Dr. Pritchett remarks, "what is the ratio of football income to total income in institutions that make a speciality of football."

University and school stadiums in America have become tremendous earners of money, and Dr. Pritchett foresees the day when they will be asked to bear their full share of taxation.

Dr. Pritchett has resigned the presidency of the Foundation after twenty-five years of office.

No shot in golf gives so keen a delight to the player as a fine long drive, when the ball has been struck right in the middle of the club face. Every golfer would give anything to be able to drive so far and sure as Bobby Jones or the incomparable Miss Joyce Wethered. —C. B. Macfarlane.

HONG KONG WIN FRIENDLY POLO.

Defeat Peking in Shanghai.

Shanghai, Yesterday.

In a friendly Interport water polo match this afternoon Hong Kong beat Peking by 4 goals to 2. Mr. Margetts, the Peking player, did not play, his place being taken by Mr. Thunder.—Reuter.

Our Sports Diary.

LOCAL.

AQUATICS—To-day—Garrison Schools Annual Sports at the V.R.C. at 2.30 p.m.

Saturday—Police Sports at the V.R.C.

LAWN BOWLS—Saturday—Second Division—Civil Service C.C. v. Kowloon C.C.; Yacht Club v. H.K. Electric R.C.

MEETING — Saturday — I.R.C. Annual Meeting.

ABROAD.

CRICKET—To-day and To-morrow—

Champions v. The Rest at the Oval.

Sir Julian Cahn's XI. v. New Zealand at Trent Bridge.

YACHTING—Friday—U.S. President's Cup at Annapolis.

FOOTBALL — Saturday — Full English and Scottish League programme.

MEN'S OPEN SINGLES CHAMPIONSHIP.

PING PONG.

The following is the fixture card for the Men's Open Singles Championship:—

September 17—Fok Hin-chiu v. Cheng Kwok-wing (Eastern A.A.).

September 18—Yuen Wah-cheuk v. Wong Kum-hay (Confucian Association).

September 18—Tang Yiu-pang v. Lee Chun-kai (Fukien A.A.).

September 18—J. Faeger v. Siu Siu-kau (Confucian Association).

September 19—Wong Yook-pui v. Poon Sai-kit (Hin Kun School).

September 20—Chu Kai-chee v. Y. V. Segalin (Nam Mo A.A.).

September 21—Lee Hon-kee v. Wong Chiu-kwai (Confucian Association).

September 21—Lai Pui-lum v. Lee Tat-hoong (Confucian Association).

HENRI COCHET TO REMAIN AMATEUR.

FRANCE'S AID.

Henri Cochet will not after all turn professional. It is open knowledge that two very large offers have been made to him, but it is learned from a highly competent person that there is now a strong probability that Cochet will not entertain them.

This means that Cochet will be able to defend France in the Davis Cup competition next year. The best judges are in agreement that according to his form recently, there is every reason to expect him to be playing even better next year should he not suffer from illness or accident in the meantime.

BRITISH GLIDING RECORD.

The British gliding record was broken by Flying Officer Mole, of the Royal Air Force, a member of the London Gliding Club, at Ditchling, Sussex. Flying Officer Mole remained in the air for six hours ten minutes thirty-eight seconds, the previous record being four hours fifteen minutes.

A batsman with a single stroke can never score fast. His scoring avenues are blocked as soon as his methods are revealed, and any bowler can bowl to prevent him from scoring. The more strokes a batsman has, the more impossible it is to set the field for him. That is why Hobbs is so much better at stealing short runs than many other.—P. G. H. Fender.

CLAPTON ORIENT'S AFFAIRS.

Fate of Club in the Balance.

OUTSTANDING LIABILITIES.

London, August 22.

A joint committee of the Football Association and Football League announced a decision yesterday which may involve the extinction of the Clapton Orient F.C.

This was that a scheme, in which the Arsenal F.C. were concerned, to carry the Clapton club over a financial crisis could not be accepted, as no provision was made to discharge outstanding liabilities amounting to about £12,000.

Clapton Orient were given a further twenty-four hours in which to submit an alternative scheme.

In March last the financial difficulties of Clapton Orient became so embarrassing that the Arsenal were approached, and they took over the outstanding debentures and obtained from the Court an order for the appointment of a receiver. This led to the setting up of a joint committee of the F.A. and the League, who decided that the Arsenal could not take part in the management of the Orient Club, and that the receiver should dispose of the assets to a new company.

The club were unable to find the financial support necessary for the formation of the new company, and the Football League granted a period of fourteen days from July 20 for the submission of a scheme.

Certain local men assumed the directorship of the proposed new concern, the capital of which was £10,000, and the Arsenal, while not to have any control in the affairs of the club, were permitted to take up £3,500 shares.

PROGRESS MADE IN SPEED.

Thompson Trophy Sets New Record.

236 M.P.H.

Cleveland, Ohio, Sept. 7.

Flying a G-8 speedster model plane, Mr. Lowell Bayles, of Springfield, Massachusetts, to-day won the race for the Charles E. Thompson Trophy, the last event of the National Air Races which opened here on August 29.

Mr. Bayles, who competed against some of the world's best speed pilots, attained an average speed of 236.239 miles an hour, which was approximately 35 miles an hour better than the previous record. Last year, over a short course of five-mile laps, the late "Speed" Holman averaged a little better than 201 miles an hour to win. The race this year was over a longer course of ten-mile laps. According to Mr. Bayles, who won G.$15,000 in addition to the trophy, he had expected to do 240 miles an hour.

Noteworthy among the participants in the race were Flight-Commander Atcherly, of the Royal Air Force; Lieut. Alford Williams, the former Schneider Cup pilot for the United States Navy; Capt. Wiley Post, the holder of the record for a flight around the world; Capt. Frank Hawks, the "bullet" pilot; Benny Howard, Jimmy Haizlip, and Major Jimmy Doolittle, of the United States Army.

To the aeronautical industry, this high-speed event is of paramount interest and importance. It bears a similar relation to motor and plane design as does the Indianapolis 500 miles annual automobile racing classic to motor car design and construction.—United Press.

I. G. Collins is Britain's cleverest doubles player, and a man of great determination on the courts.—H. R. MacDonald.

STAR CINEMA

TO-DAY & TO-MORROW

At 2.30, 5.20, 7.20, & 9.20.

THE screen's first spectacular musical romance — a picture that will establish a new standard of "class"—is here at last! The whole world awaits Novarro's first Talking-Singing picture — it will not be disappointed.

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A *Musical* ROMANCE *with* MARION HARRIS DOROTHY JORDAN

Based on the French Drama "La Bataille Des Dames," by Eugene Scribe and Ernest Legouvé. Adapted by Richard Schayer. Scenario by Hans Kraly. Dialogue by Zelda Sears. Stage direction by J. Clifford Brendon. Directed by SIDNEY FRANKLIN

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in "They Learned About Women."

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TO-DAY & TO-MORROW

At 2.30, 5.20, 7.20 & 9.20 P.M.

A modern Napoleon who spurned his Josephine for a society dame — was he smart with the kale, but dumb for a frail? How does he get away with it?

REV. J. C. KNIGHT ANSTEY.

His Work for Service Men.

FAREWELL GATHERING.

Five years of indefatigable endeavour on behalf of Service men in Hong Kong, and the Wesleyan Methodist Church, Wanchai, was suitably recognised last night, when a new lounge, dedicated to the Rev. and Mrs. J. C. Knight Anstey, was opened in the Soldiers and Sailors' Home. Mr. and Mrs. Anstey, who are shortly leaving for Home were also the recipients of gifts from the Chinese staff of the Home, and from members of the Wesleyan Church.

The gathering included the Hon. Mr. W. T. Southorn and Mrs. Southorn, H. E. Major-General Sandilands, Commodore A. H. Walker, and the Hon. Mr. R. H. Kotewall and Mrs. Kotewall.

Guiding Spirit.

In the course of an address the Hon. Mr. Southorn said:

It was with mingled feelings that I received the Committee's invitation to unveil a tablet which will commemorate the debt owed by this Home to Mr. and Mrs. Knight Anstey. I had the honour in November 1927 to lay one of the foundation stones of this handsome new building. The Home has more than justified our expectations and already there is need for extension if only the necessary funds could be found. The reports which have been issued from time to time have told us how much this Home has been appreciated by Service men. Time after time it has been filled to overflowing with those to whom a night ashore is a real luxury—and to none is this success due more than to Mr. and Mrs. Knight Anstey, who have been its inspiration and its guiding spirit. It is therefore very fitting that we should have in the Home a permanent memorial of their service. And what more fitting memorial could there be than a new lounge, specially equipped for service men?

A Tower of Strength.

The Rev. N. V. Halward, on behalf of the Anglican Churches, said that Mr. Knight Anstey had been a tower of strength and inspiration in the conferences that had been held with a view to getting together the Churches in the Colony. He was glad, as an ex-Service man to testify to the great debt owed by Service men to Mr. and Mrs. Knight Anstey in their work for the Home.

The Hon. Mr. R. H. Kotewall paid a glowing tribute to Mr. Knight Anstey's work on behalf of the League of Nations. He had proved to be an extremely dignified, courteous and able chairman. He could not adequately express his full gratitude for the co-operation and assistance given him in the work by Mr. Knight Anstey.

On behalf of Free Churches, the Rev. Frank Short recalled the many times he had met Mr. Anstey at gatherings connected with that mission. Mr. Anstey had been an ardent worker toward unity of the churches.

Speaking for office-bearers of the Wanchai Wesleyan Church, Mr. J. H. Gelling alluded to the laborious and uphill fight that Mr. and Mrs. Knight Anstey had waged for five years. However, the Church was now holding its own, and the heavy debt of five years ago wiped out. Mr. and Mrs. Anstey's service to the Church and to the Home would long be remembered.

The Hon. Mr. Southorn, with a few appropriate words, then opened the new lounge, and after refreshments had been served, presentations were made by Mr. Yang Chen, on behalf of the Chinese staff of the Home, and Mrs. S. Hamer, for the Wesleyan Methodist Church, Wanchai.

The Rev. J. C. Knight Anstey suitably replied.

The first part of the evening's programme was devoted to a musical programme, when songs were given by Mrs. F. C. Rendall, Mr. W. H. Bailey and Mr. Li Chor-chi, while Mr. Bailey and Mr. Li sang two duets. The accompanist was Mr. H. J. Fountain.

WINSTON CHURCHILL AS A BOY.

Fond of Arguing About Anything.

STANLEY BALDWIN WAS QUIET.

Old Harrovians all over the world will learn with kindly regret that Mr. J. F. Moore, manager of the school bookshop, has retired, after 53 years' service.

In the last half-century practically every boy who has been at Harrow School knew Mr. Moore and talked with him. For most of the time he was a literary mentor to them, and many of them have already written to him to express their regret that he has had to leave his famous shop.

He has vivid memories of some of the old boys. "There is Winston Churchill," he said. "As a small boy he was most argumentative. You could never shut him up. He would argue about anything, from a bit of string to a classical book, and he was very fond of taking the opposite view to anybody else.

"I remember that on the last day of the term, he would not hurry off like the other boys, but would stay behind, and go round with the private detective that the school then employed.

His Detective Complex.

"He might have some idea of becoming a detective himself, and no doubt he would be able to tell the school detective a thing or two about his profession.

"I frequently saw his father, Lord Randolph Churchill, when he came to Harrow to see Winston.

"Stanley Baldwin was another Harrow boy, but he was very quiet and reserved, and never had much to say for himself. He did not impress his personality on the school, although he was clever enough.

"I also knew John Galsworthy when he lived at Harrow.

"Mr. L. S. Amery was another boy I knew, and he could always hold his own.

"One of the tallest lads who was ever at the school was the present Lord Cushendun, who was known as 'Paddy McNeill.'"

"Prince Parachtra, of Siam, was one of my favourites. He was always very courteous, and a 'brainy' boy. He has a son at the school now, and he always dropped in to see me when he was at Harrow.

"Another nice young fellow was Ralph Glyn, who is now Conservative M.P. for Abingdon. One day he told me that his aunt was coming to see him and he would bring her in to call on me. He did. His aunt was the Princess Louise, who was most interested in the book shop, and went all round it."

The Hard Old Days.

One of the first letters to Mr Moore after his retirement had been announced came from Mr. G. H. Hallam, who was master of the Third Form as far back as 1861. He is now living at Tivoli, Italy, in the house in which Horace is reputed to have lived.

Mr. Hallman wrote "Harrow is playing Eton at Lord's on this day, and so I am sporting the Harrow colours."

He recalled to Mr. Moore the fact that he first took the Third Form in an old wooden shed at the back of the bookshop.

"That is true," Mr. Moore said, "and the old school houses were quite different to those of the present day. The boys, too, experienced harder conditions, not only in the school, but in their dormitories and meals.

"There have been many changes for the better in the past fifty years. But boys are always boys, whatever age they live in, and as far as conduct, attainments, sport, and general behaviour go, I do not see much difference in those of the present day and those of Victorian times."

Mr. Moore said he had lived at Harrow all his life, and had seen six headmasters there, Dr. Vaughan, Dr. Henry Montague Butler, Dr. Wellden (now Dean of Durham), Dr. Joseph Wood, the Rev. Lionel Ford (now Dean of York), and Dr. Cyril Norwood.

"And of them all, none has been more beloved and respected than Dr. Norwood," he said.

There is one thing that we can do with our mistakes—climb on them.—J. E. Buckrose.

WELFARE WORK FOR SEAMEN.

British Attitude "Disappointing."

TRAGEDY OF THE SAILOR.

The attitude of Great Britain to the subject of the welfare of seamen in port was criticised at the Imperial Social Hygiene Congress, which was held recently at British Medical Association House, Tavistock-square.

Mr. Leonard Bowden, representing the National Union of Seamen, referred to a questionnaire which was circulated to the Governments by the International Labour Office. A disappointing reply was sent by Great Britain, he said, to the preliminary question, "Do you consider that the International Labour Conference should adopt a recommendation on the subject of promotion of seamen's welfare in ports?"

Although a recommendation was favoured by Britain, it was qualified by the statement that the details of measures to be taken for the promotion of seamen's welfare could best be left to the discretion of national or other authorities.

"The reply of Great Britain on the general organisation question is also disappointing," said Mr. Bowden. "The statement that 'His Majesty's Government doubt the necessity of the International Labour Office entering into contact with Governments or national committees for the purpose of promoting collaboration between all national organisations concerned in the welfare of seamen' appears particularly unfortunate.

"A plea has been made by H.R.H. the Master of the Marine Navy (the Prince of Wales) that there should be greater co-ordination among the national organisations of Great Britain. If that is wise, and assuredly it is wise, surely there is need for promoting collaboration internationally. In fact, I understand that was what the League of Nations and the International Labour Officer was for.

Trifling with the Question.

"On the question of regulations the replies of Great Britain appear in some respects to lack that serious consideration that ought to have been given.

"For instance, to proclaim to the world that the placing of minimum age limits for persons employed in public-houses is not a matter for the welfare of seamen exclusively, and, therefore, should not be included in a recommendation, appears to be trifling with the question. It is perfectly obvious that the question is aimed at suppressing the third-party profiteer in vice.

"It is common knowledge all over the world that port areas are happy hunting grounds of the vagrant and waster, and the statement of Great Britain—"but it may not always be necessary to arrange for special treatment in port areas in the matter'—is not particularly helpful.

"It is, I think, a matter for intense regret that the Government of the greatest maritime country in the world has 'damned with faint praise' this important work of the International Labour Conference, which means so much to the seamen of the whole world. One would almost think that the questionnaire had been pitched over to a subordinate with instruction to say something pleasant, 'but for heaven's sake do not commit yourself in any shape or form.'"

The Congress unanimously decided that the Social Hygiene Council should be requested to take the necessary action to secure that representation should be made to the Home and Imperial Governments on the question of improving the facilities for the welfare of seamen in foreign ports.

Mr. Bowden, during the discussion, said: "The tragedy of the seamen, and I have met thousands who have been all over the world, is that they see nothing but the first 'pub' on the beach.

"There is nothing else for them to do. Nobody cares. I am sure we could get away from an enormous amount of it if we had the thing properly organised throughout the world."

A man is rich with little while his judgment is true.—Anon.

ARCTIC EXPLORING BY SUBMARINE.

Icefields Not Bergs the Enemy.

THE DANGER POINT.

Contrary to popular belief, says Dr. Vilhjalmur Stefansson, the Arctic explorer, the most dangerous part of the voyage of the Wilkins-Ellsworth Polar Submarine Expedition is not after it reaches the Polar seas, but before it gets there.

"I feel in a measure responsible for this expedition," said Dr. Stefansson in an interview, "because I first put the idea into Wilkins's head. Therefore I am anxious that everything should be as safe as possible. There are dangers, but they are not where the general public expects them to be. The worst will really be over when Wilkins reaches the Polar region. Once he gets there he will be travelling the ideal way by submarine."

"Is there any danger from icebergs?" Dr. Stefansson was asked.

No Risk.

"None whatever," said Dr. Stefansson. "That is one of the commonest misconceptions about the Arctic and about this expedition. There are no bergs in the Arctic. They are only found in the north Atlantic, which trans-Atlantic shipping frequents. The ice in the Polar sea is not deep. It may be fifteen to twenty feet thick; none has ever been found that is more than sixty feet, and that is rare."

"What are some of the objections raised to the expedition by those who think it is a foolhardy one?"

"The most general fear is that the submarine will be imprisoned under great fields of ice; that the batteries will run completely down and the engineers will be unable to come to the surface to recharge; that progress will be so slow under the ice that the supply of air will be exhausted. There is not the slightest prospect of any of these things happening. The North Pole area is not a land of perpetual snow and ice. There is plenty of open water all the year round. In fact, during the Summer, when Wilkins does his work, the Nautilus may sail for hundreds of miles in open water. When it comes to an icefield or a big floe it can sail round, or, more likely still, dive under and come up on the other side.

Under The Ice.

"There are those who say the craft will be endangered by these icefields because of their extent; that it may take days to go under. There may be fields broader than twenty-five miles, but I have never seen or heard of one, and even if the speed below water is only two miles an hour, it would mean that the submarine would pass under the biggest field in about twelve hours. Moreover, the Nautilus can remain submerged for five days.

"Even supposing Wilkins and his men become trapped under the ice; what can be done? They carry drills which can bore through one hundred and twenty feet of ice, which is twice the thickness of any icefloe ever known. By a device of Mr. Lake the crew could emerge from the submarine and make their way to the top. They can also dynamite the ice above them without damaging the ship, and by these same means they can also recharge their batteries through the ice. They can also repair damage to the hull from the outside under water."

WOUNDED MAN'S SILENCE.

An Apache drama of vengeance recently occurred in Paris. Early one morning a woman conducted to hospital her lover, Pierre Doucet, with five bullet wounds. He was in a critical condition, but when interrogated he refused with Apache loyalty, to give any information at all. Police inquiries have revealed, however, that during the preceding night he had had a quarrel with another man, known as "Jojo of Marseilles."

In the approved Apache fashion the two men had gone to a quiet retreat, and there had a duel with knives and revolvers. Jojo received two bullet wounds, but succeeded in stabbing Doucet twice in the back. After this encounter both men went home. But the affair had not ended. At 6.30 in the morning Doucet was in bed when his door was forced open by Jojo, who, without a word, emptied an automatic pistol at his adversary. Jojo has disappeared from his usual haunts.

"HAUNTED HOUSE" OF SAVOY.

Many Mysterious Deaths.

Curious rumours are circulating in Chambery, in Savoy, concerning what is known as "the Haunted House." It is an old, four-storeyed building, with an address which might have been bestowed upon it by a writer of mystery—No. 13, Rue de Portiques. There is a tradition that Rousseau passed a winter there with the Baronne de Warens.

Recently one of the residents of the house, Mlle. Fagnot, a spinster of 70, died, and an old wooden chest containing the mummified body of a baby was found shortly afterwards in an attic which she had used for years as a lumber-room.

An inquiry has been opened by the police. A doctor has expressed the opinion that the child was born alive and that it died or was killed as long as twenty-five years ago. Everyone is now wondering what Mlle. Fagnot, who never allowed anyone to enter the attic, knew about this mystery.

The sinister reputation of the haunted house does not date from the discovery in the spinster's attic.

Women's Suicide.

Seven years ago a waiter tried to murder his fiancee there. In January two women living in one part of the building—a mother and her daughter—committed suicide. No satisfactory explanation of this desperate act was ever found.

More recently, on March 24, an American visitor named Louis Clarke was suddenly seized with a fit of madness while walking through the streets of Chambery, and was drawn by some irresistible force to the vicinity of the house.

A funeral procession was passing. Clarke ran into the yard of the haunted house, and, seizing a hatchet, killed an old woman and injured a man. Doctors declared that he was of unsound mind, and he was taken to his home in Los Angeles by his mother.

People in Chambery are now shaking their heads over the death from an unexplicable illness of the owner of the place, a M. Favre. He died recently.

A £25 GLADIOLUS.

New Blue Variety Grown in Germany.

A new blue gladiolus known as the Blue Triumphator, which has been raised in Germany, was shown for the first time in Britain at the world's largest show of gladioli at the Royal Horticultural Hall. Costing £25 each, this variety is easily the most expensive of the latest "blues," most of which are grown in Germany, whose growers for many years have led the world in gladioli production. The Germans brought their exhibits for the show by aeroplane from Stuttgart.

As against their higher-priced blooms, however, there was a wealth of the more popular blooms—from cottager growers in all parts of England, Scotland, and Wales. There were exhibitors also from Australia, New Zealand, India, Kenya, Germany, France, Holland, and the United States.

Mr. A. E. Blake Adams, the honorary secretary of the British Gladiolus Society, showed an entirely new biscuit chrome bloom which created a good deal of interest among growers. There were flowers of all shapes and colours, varying in size from an inch to eight inches in diameter, while some of the spikes seen exceeded a height of over six feet.

MUMMIFIED HEADS AND A HOSPITAL FUND.

The mummified heads of two native Indian women have been offered to the Manchester Children's Hospital for auction in Manchester, the proceeds to go to the hospital funds. This offer has been made by a Manchester auctioneer, but the hospital has not investigated the gruesome offer or even considered accepting it yet.

Recently a live rattlesnake was auctioned to aid the funds, and gifts of a fox cub and of a kangaroo are on record. These were bought by the owners of private menageries.

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Pilsener, German, "Flying Zebra" brand per 6 doz. Pts.	$38.50
Pilsener, Belgian, "Lion" brand, per case 6 doz. pts.	$32.50
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'Phone 20022
FOR
CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid $1.50. Every additional word four cents for three insertions.

All replies under this heading must be called for.

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HONG KONG DOLLAR DIRECTORY.—On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE."—An interesting book of cartoons depicting "Happenings" on the China Coast. Price $1, on sale at the "China Mail" offices, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handyside. Price $2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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(Camb. Higher Local, Camb. Teachers' Diploma).
MISS GERTRUDE TURNER,
(National Frodel Higher (Certificate).

COASTWISE
by
"ALGIE" BENNETT.

An interesting book of Cartoons depicting "Happenings" on the China Coast

PRICE $1.00.

Now on sale at
BREWERS
WHITEAWAY, LAIDLAW
EXCELSIOR BOOK STORE.
and at the Publishers
The Newspaper Enterprise, Ltd.
China Mail Building.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions from Dr. W. V. M. KOCH, to sell by Public Auction

ON
MONDAY, September 21, 1931,
commencing at 10.30 a.m.,
at No. 166, The Peak.
A Large Quantity of
VALUABLE HOUSEHOLD FURNITURE.

comprising:—

Teak Hatstand, Glass Cabinet, Chesterfield Couch, Armchairs, Teak Extension Dining Table, Teak Sideboard, Teak Glass Shelves Silver Cabinet, Crockery, Glass Ware, Brass Ware, Ornaments, Pictures, Table Fans, Carpet, Rugs, Curtains, etc.

Brass Mount Iron Bed, Teak Wardrobe with Bevelled Mirror, Teak Dressing Table, Folding Screen, Table Lamp, Silk Shade, Table, Cupboard, etc.

also

One White Frost Refrigerator, Hanging Baskets of Maidan Hair Ferns and Mauritius Palms,

and

A Quantity of
BLACKWOOD WARE

On View from Saturday, September 19, 1931.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, September 15, 1931.

SPORTS NOTICES.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the EIGHTH EXTRA RACE MEETING to be held on SATURDAY, 26th September, 1931, (weather permitting) may be obtained at the Race Course, Hong Kong Club, Causeway Bay Stables and the Secretary's Office.

Entries CLOSE at 12 o'clock Noon, on THURSDAY, 17th September, 1931.

Hong Kong, 12th Sept., 1931.

THE MACAO JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the First Extra Race Meeting to be held at Macao on SUNDAY, 4th October, 1931, (weather permitting) may be obtained at the Sports Club, the Hong Kong Jockey Club Stables, or at the offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road Central on TUESDAY, 15th September.

ENTRIES close at 12 o'clock noon on THURSDAY, 24th September, 1931.

His Blood is Impoverished

The noises of the traffic are going through his head like hammers. The rush and bustle make him almost sick with bewilderment and dizziness. Sure signs, these, of nervous debility.

Nervous troubles are the direct results of blood impoverishment, for when the blood is scanty and thin the nerves are unable to obtain those elements necessary to repair the wear and tear of daily life.

Ill-nourished nerves are tense and hypersensitive, hence the pitiable state of nerve sufferers when in crowded places or busy thoroughfares.

There is only one effective treatment—the natural one of building up the blood. Once the blood is plentiful and rich, the nerves receive the nourishment they require and normal nerve strength is soon restored. For this rehabilitation of the blood there is nothing to equal Dr. Williams' Pink Pills, the world's most genuinely successful blood-creating, nerve-strengthening tonic.

Dr. Williams' Pink Pills
BUILD UP THE NERVES BY ENRICHING THE BLOOD.

POST OFFICE NOTICE.

Times of closing Shanghai-Manchuli Air Mails are advertised on the Outward Mail List below.

INWARD MAILS.

TUESDAY, SEPTEMBER 15.
Shanghai and Amoy ..... Yingchow
WEDNESDAY, SEPTEMBER 16.
Shanghai and Swatow ..... Shantung
THURSDAY, SEPTEMBER 17.
Japan ..... Rantan Pandjang
Shanghai and Europe via Siberia (London August 29) ..... Garbeta.

OUTWARD MAILS.

TUESDAY, SEPTEMBER 15.

Formosa	Kinai Maru	8.30 p.m.
Samshui and Wuchow	Tai Hing	4 p.m.
Saigon	Haidis	4.30 p.m.
Swatow	Cremer	5 p.m.
Ordinary Letters only for Europe superscribed "Via Siberia: Air Mail Shanghai—Manchuli"	Tatsuta Maru K.P.O. .....Sept. 15, 4.30 p.m. G.P.O. .....Sept. 16, 8.30 a.m.	
Shanghai, Japan, Honolulu, U.S.A., *Canada, C. and S. America and *Europe via San Francisco	Tatsuta Maru (Due San Francisco, Oct. 7 and *Europe via Siberia.) Registration ..Sept. 15, 5 p.m. Letters .....Sept. 16, 8.30 a.m.	

WEDNESDAY, SEPTEMBER 16.

Amoy	Tjisadane	8.30 a.m.
Swatow	Hopsang	10.30 a.m.

*Superscribed correspondence only

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—

Ballurd Macdonald, from Singapore.

Moore Peninsular, from Tientsin.

National Light Trading Co., 8, Bonham Strand East, 1st floor, from Pusing.

Steele, Peninsular, from Shanghai.

S. LACK.
Manager.

Hong Kong, September 3, 1931.

YESTERDAY'S SOLUTION.

B	E	A	R		S	T	A	T	E		T	R	A	P
R	A	R	E		P	E	R	A	N		R	O	D	E
A	S	E	A		A	L	I	N	E		L	A	P	E	S
T	E	S	S	E	R	A		N	A	S	C	E	N	T
			O	R	E		M	I	S	T	I			
A	L	O	N	E	■	L	A	C	■	E	N	A	T	E
B	I	T	S	■	B	E	T	■	R	E	G	I	O	N
A	N	T	■	M	I	D	■	B	A	R	■	S	U	D
S	E	E	D	E	D	■	G	A	P	■	E	L	S	E
E	R	R	E	D	■	H	I	T	■	S	P	E	E	D
			L	A	D	E	N	■	P	O	S			
B	A	S	I	L	A	R	■	B	A	S	I	N	E	T
L	U	N	G	■	N	O	D	A	L	■	L	I	A	R
E	T	A	H	■	T	E	A	S	E	■	O	N	T	O
T	O	P	T	■	E	S	T	E	R	■	N	E	S	T

THE SAGE AND THE SAUSAGE.

Professor's Doubt: Woman's Praise.

The humble sausage was criticised by a professor and praised by a woman recently.

This was during a discussion at the Royal Sanitary Institute Congress at Glasgow.

The Professor—Professor Cathcart of Glasgow University, was coldly analytical.

Inverse Ratio.

"The sausage," he said, "has flavour, and usually it is flavoured in inverse proportion to its value. The poorer the sausage, the better the flavour."

It was simplicity in buying and cooking and its tastiness that made the sausage popular.

Then up spoke the woman (Miss Atkin):

"Where," she asked "would they find anything so simple, so cheap, and so savoury as a fried sausage. They knew the craving of the poorer classes for savoury foods. Hence the popularity of the sausage."

The Contract.

Dr. Gerland Leighton, of the Scottish Board of Health said that, during the war time, it fell to his lot to examine sausages delivered by an Army contractor. After the contract was made, the price of meat rose and he sympathised with the contractor, says the News Chronicle.

The contractor replied: "It doesn't matter, we'll just halve the meat and double the bread."

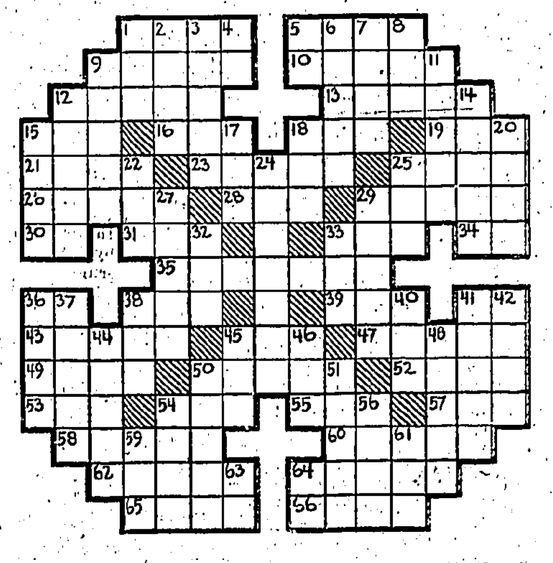
That sort of thing, said Dr. Leighton, had got to be stopped by legislation.

Dr. Elizabeth Mudie said that all the unrest in the country, and a good deal of the ill-health, was due to fact that women did not know how to shop and how to cook.

Job Printing
REASONABLE PRICES
THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BLDG. • 3A WYNDHAM ST.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-The language of the Moros
5-Peruse
9-Fog-horn
10-Cavalry sword
12-Town in N. E. France
13-Pertaining to the kidneys
15-Girl's name
16-Guided
18-Addition to one side of a house
19-Pet
21-Go by
23-Tire
25-The fermented juice of grapes
26-Swiftness
28-Coal container
29-Loaded
30-Plural suffix of some nouns
31-Lace fabric
33-Party
34-A city thoroughfare (abbr.)
35-Cylinders of wax containing a wick
36-Conjunction
38-River in Switzerland
39-Poisonous snake
41-Pronoun
42-Day-by-day

HORIZONTAL (Cont.)
45-Hasten
47-A department in France
49-A bearing (Her.)
50-Abounds
52-A fish
53-Portuguese coin
54-Half a score
55-Mineral spring
57-Prefix. By
58-The first stomach of a ruminant
60-Imperative (abbr.)
62-An island in the Cyclades group
64-More natural
65-An emperor of Rome
66-Boy's name (short)

VERTICAL
1-Middle
2-Vocal
3-Regenerate
4-Ahead
5-Recording Secretary (abbr.)
6-Very soon
7-Brother of Cain
8-Lair
9-Feeling
11-Very fast
12-Breaks suddenly
14-Narrow thoroughfare

VERTICAL (Cont.)
15-Altar end of a church
17-Debenture (abbr.)
18-An eagle
20-Canvas shelter
22-Japanese coin
24-Coal-mining town in Scotland
25-Combat
27-Hot
29-Capital of Tibet
32-Sailor (Colloq.)
33-A vegetable
36-Scent
37-Choicer
38-A beverage
40-Form hollows in
41-Pertaining to the inside
42-Bend
44-Part of the hip-bone
46-A fowl
48-Printer's measure (pl.)
48-An article of superior quality
50-Male singing voice
51-Steeple
54-Combining form. Far
56-A river in N. E. Asia
59-Adult males
61-Fondle
63-Very
64-Tiberius (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 15th Sept., 1931.

Next Settlement Day, Monday, 28th Sept., 1931

STOCK	Buyers	Sellers	Sales	Nom.	Fin. year	Last dividend and when paid	
Banks.							
Hong Kong Bank .....$	9010	...	...	...	Dec.	Interim 4% at 15/-=$57.60	Aug. 10, 31
Chartered Bank ..... £	...	...	...	11½	Dec.	Int. 7½% Sub. to £Tax rate 1931	Sep. — 31
Mercantile Bk., A&B. £	...	...	...	18½	Dec.	Int. 7½% rate 1931 less £Tax.....	Sep. 8, 31
" C. £	...	...	...	12½			
Bank of Asia .....$	...	...	...	134	Dec	$8 for 1930	Feb 23, 31
Insurances.							
Canton Ins. .....$	1535	...	1525	...	Dec.	{Fin. $32 less $10 for 1929 Interim $15 rate 1930} = $30	May 17, 31
Union Ins. .....$	555	...	560	...	Dec.	{Final 24/- for 1930 Interim 24/- rate 1931} = £2	May 29, 31
China Underwriters ...$	...	...	6.95	...	Dec.	Nom.	...
China Fire Ins. .....$	...	...	...	800	Dec.	{Final $7 bonus $6 and $14 for 1929 Interim $8 rate 1930} = $35	May 29, 31
H. K. Fire Ins. .....$	1480	...	...	...	Dec.	{$50 and bonus $10 making $65 for 1929 .....}	Mar. 26, 31
Shipping.							
Douglases .....$	...	...	...	24	Dec.	£20 dividend for 1930.....	...
H. K. Steamboats ...$	...	...	...	28½	Dec.	$1.85 for 1929 Nom for 1930.....	Mar. 4, 30
Indo-China (Pref.) ...$	...	...	...	40	Dec.	{6% pf. 25% on preferred for 1929 and 1930 .....}	June 9, 25
" (Def.) ...$	...	...	...	30		Last dividend for 1911	...
Shells Bearer .....s/-	...	...	...	85/-	Dec.	{Final 4% Coupon No. 54 Less £Tax rate 1930 .....}	July 6, 31
Union Waterboats ...$	28½	...	...	...	Dec.	$1.60 for 1930	Mar. 31, 31
Mining.							
Benguets .....$	11½	...	...	...	Dec.	Secd. Int. 20 centavos/c 1931	...
Kailan Mining Ad. s/-	...	...	...	27/6	June	{Fin. 4% less £Tax Coupon 33 making 9% for year 30-6-30}	June 20, 31
Langkats (Single) ...Tls.	...	...	...	4.95	Oct.	T. 0.50 for year 31-10-29	Dec. 30, 30
S'hai Exploration...Tls.	...	...	...	1.05	Dec.	Nom.	May 6, 30
" Loans .....Tls.	...	...	...	4½	Dec.	{Final T. 0.45 making T. 0.60} for 1930.....	...
Raubs .....$	11½	...	...	...	Mar.	Interim 15% for year 31-3-31	Feb. 6, 31
Venezuela Gold Fields $	...	2½	...	...	...	.....	Pending
Docks, Wharves, Godowns, &c.							
H. K. & K. Wharves..$	104	...	...	...	Dec.	$4 for 1930	...
H. K. & W. Docks...$	29	...	...	...	Dec.	Last dividend for 1921.....	Mar. 19, 31
South Ch. Motors (A) $	...	...	...	10	...	.....	...
" (B) $	10.85	...	...	...	...	.....	...
China Providents (old) $	4.40	...	64	...	Dec.	{10 cents on old 10% cents on new} for 1930 ..	April 8, 31
" (new) $	...	3.20	...	...			
Hongkews .....Tls.	...	...	...	270	Dec.	Fin. T. 11 mark. T. 14 for 1930 ..	May 4, 31
N. Engineerings ...Tls.	...	...	...	6.10	Dec.	T. 0.25 for 1930.....	Mar. 4, 31
Shanghai Docks ...Tls.	...	...	...	106	Apr.	T. 0 for year 30-4-31	July 29, 31
Lands, Hotels & Buildings.							
H.K. & S. Hls. (old) $	17	...	...	...			
" (new)$	16.40	16.60	16.60	...	Dec.	50 cents for 1930.....	Apr. 16, 31
H.K. Lands .....$	90½	90½	90½	...	Dec.	Interim 2 rate 30-1	Aug. 12, 31
Shanghai Lands ...Tls.	...	...	...	43	Dec.	Interim T. 0.50 rate 1931	July 30, 31
Humphreys (old) ...$	22½	...	...	...			
" (new) ...$	...	...	...	32½	Dec.	30 cents for 1930.....	Feb. 26, 31
H. K. Realties .....$	...	...	17.20	...	Dec.	Interim 5 cents rate 1931	Sept. 1, 31
Chinese Estates .....$	...	...	...	94	Feb.	$6 for year 30-6-31	July 28, 31
Cotton Mills.							
Ewo Cotton .....Tls.	15½	15.90	15.85	15½	Dec.	T. 0.75 for 1930	Mar. 19, 31
Shanghai Cotton...Tls.	...	...	...	104	Apr. and Oct.	T. 3.25 for half year 30-4-31 ..	May 27, 31
Zoong Sings .....Tls.	12	...	...	...	June	T. 0.41 for year 30-6-30	Oct. 11, 30
Public Utilities.							
H. K. Tramways ...$	22.70	...	22.60	70	Dec.	Interim 40 cents rate 1931	Aug. 25, 31
Peak Trams (old) ...$	...	...	...	14½			
" (new) ...$	...	...	...	6.35	Apr.	{30 cts. on old 10 cts. on new} for year 30-6-31.....	June 15, 31
Star Ferries .....$	95½	...	...	...	Dec.	$4 for 1930	Feb. 13, 31
Yaumati Ferries .....$	26½	...	...	...	Dec.	$1.30 for 1930	June 23 31
China Light .....$	...	33	29	30	Sept.	Final 50 cts. rate yr. 30-6-31 ...	Dec. 15, 30
H. K. Electric .....$	...	92½	...	...	Dec.	$2.50 for 1930	Mar. 18, 31
Macao " .....$	...	...	...	29	Dec.	.....	...
Sandakan Lights ...$	...	...	...	12	June	Note	...
H.K. Tels. fully paid $	14½	...	...	...			
" part paid $	...	...	...	36½	Dec.	Interim 4% rate 1931	Aug. 4, 31
China Buses .....Tls.	...	...	...	17.60	Dec.	T. 0.80 for 1929.....	Feb. 25, 30
S'pore Tractions (Ord.) s/-	...	...	...	3/9			
" (Pref.) s/-	...	...	...	19/-	Sept.	{1½% on preference shares Subject to income tax}	Feb. 6, 31
Industrials.							
China Sugars .....$	60cts.	...	...	...	...	In liquidation	...
Majaboo Sugars .....$	...	...	...	39	Dec.	Fin. 4.50 for 1930	Mar. 4, 31
Child's Macg. Ord....Tls.	...	...	...	14			
" Pref....Tls.	...	...	...	10½	Dec.	{T. 1 T. 0.60} for 1930.....	Mar. 31, 31
Canton Ices .....$	...	8.10	...	...	July	None	...
Cements (com.) .....$	20½	...	...	...			
" (old) .....$	...	...	...	18½	Dec.	{30 cents on old 10 cents on new} for 1930	Mar 18, 31
" (new) .....$	...	...	...	6			
H. K. Ropes .....$	...	...	...	21½	Dec.	75 cents for 1930.....	Mar. 27, 31
Stores, &c.							
Dairy Farms .....$	...	...	...	33½	Dec.	$1.50 for 1930	Mar. 18, 31
Watsons .....$	17.10	...	...	...	Oct.	75 cents for year 30-9-31	Mar. 16, 31
Der A Wings .....$	...	...	...	1	...	.....	...
Lane Crawfords (old)...$	...	...	...	8.20			
" (new)...$	...	...	...	8	Feb.	Last dividend for year 30-9-29	...
Mackintoshs .....$	...	...	...	19	Feb.	$2 for year 30-9-31	Apr. 30, 31
Sincere's .....$	...	...	...	18½	...	.....	...
Wm., Powells .....$	...	...	...	3.60	Feb.	20 cents for year 29-9-31.....	June 17, 31
Miscellaneous.							
H.K. Amusement (old)$	27	...	...	...			
" (new "A")$	28.60	...	...	...	Mar.	$2.60 for year 31-3-31	Sept. 17, 30
" ("B")$	28.60	...	...	...			
C. Entertainment (old)$	16½	...	...	...			
" (new)$	...	...	...	16	...	.....	...
Sou. Ch. Enterprises...$	...	...	11	...	...	.....	...
H.K. C'tructions (C.R.)$	14.10	...	...	...			
" (Rights)$	2.80	...	...	...	Dec.	30 cents for 1930.....	Apr. 22, 31
B. Ind. G.$ Bonds ...$	72%	...	...	...	...	.....	...
H. K. Govt. Loans...$	...	...	Prom.	5%	...	Interest half yearly	...

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire	11 5/8
Bank, on demand ...	11 5/8
Bank, 4 months' sight	11 11/16
Credits, 4 months' sight	1/- 5/16
Documentar, 4 months' months' sight	1/- 7/16

On Paris—

On demand	600
Credits, 4 months' sight	640

On Berlin—

On demand	Nom

On New York—

On demand	23½
Credits, 60 days' sight	24⅝

On Bombay—

Wire	65⅜
On demand	65⅜

On Calcutta—

Wire	65⅜
On demand	65⅜

On Singapore—

On demand	41⅞

On Manila—

On demand	47⅜

On Shanghai—

On demand	Tls.78¾
Dollar	6¾% dis.

On Yokohama—

On demand	47⅜
Sovereigns (Bank's buying rate)	1/- ⅛
Silver (per oz.)	13
Bar Silver in Hong Kong	Nom.
Copper Cash	Nominal
Copper Cents	8% prem.
Rate of Native Interest	3½% p.a.
Chinese Sub. Coin...	24½% dis.
Hong Kong Sub. Coin	Par.

THROSTLES HELD UP BY MANCHESTER CITY

BURY AGAIN ASSUME LEAD OF DIVISION II.

BOURNEMOUTH WIN

TRANMERE ROB SOUTHAMPTON OF UNBEATEN RECORD

London, Yesterday.

The following were the full results of to-day's League programmes as cabled by Reuter:—

ENGLISH LEAGUE.

First Division.

West Brom.	1	Manchester C.	1

Second Division.

Bury	7	Barnsley	1
Millwall	2	Leeds	3
Oldham	5	Notts Cnty.	2
Tottenham	5	Southampton	2
Wolves	3	Bradford C.	1

Third Division (South).

Cardiff C.	6	Coventry C.	1
Luton T.	2	Gillingham	0
Norwich C.	1	Bournemouth	2

Third Division (North).

Halifax	1	Barrow	0
Lincoln C.	3	Wigan Boro'	0
Rotherham	6	Doncaster R.	3
Tranmere	2	Southport	0
Walsall	3	New Brighton	0
Wrexham	1	Carlisle Un.	0

SCOTTISH LEAGUE.

Clyde	1	Falkirk	0

ENGLISH LEAGUE.

First Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Wednesday	5	4	0	1	20	9	8
Huddersfield	5	3	2	0	8	4	8
Middlesbro'	5	3	1	1	12	5	7
Blackpool	5	3	1	1	7	7	7
West Brom.	6	3	1	2	8	4	7
Everton	4	3	0	1	9	5	6
Sheffield U.	5	3	0	2	11	5	6
M'chester C.	6	2	2	2	7	8	6
Aston Villa	4	2	1	1	11	5	5
Bolton W.	5	2	1	2	12	13	5
Leicester C.	5	2	1	2	11	8	5
Liverpool	5	2	1	2	7	8	5
Portsmouth	5	2	1	2	7	11	5
Arsenal	5	1	3	1	8	7	5
Newcastle	4	2	0	2	7	7	4
Birmingham	4	1	2	1	9	7	4
West Ham	5	2	0	3	5	12	4
Blackburn R.	5	1	1	3	6	13	3
Sunderland	5	1	1	3	5	8	3
Chelsea	5	1	0	4	6	11	2
Derby C.	5	1	0	4	6	12	2
Grimsby	5	0	1	4	6	19	1

Second Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Bury	6	5	0	1	16	6	10
Bradford	5	3	2	0	14	8	8
Southampton	6	4	0	2	13	11	8
Wolves	5	3	1	1	15	5	7
Leeds Un.	6	3	1	2	8	6	7
Port Vale	5	3	0	2	11	10	6
Stoke C.	5	3	0	2	10	7	6
Millwall	6	3	0	3	14	10	6
Tottenham	6	2	2	2	14	12	6
Plymouth A.	4	2	1	1	9	8	5
Burnley	4	2	1	1	6	5	5
Oldham A.	5	2	1	2	12	9	5
Notts Cnty.	5	2	1	2	9	9	5
Preston N.E.	5	1	2	2	6	12	4
Barnsley	6	2	0	4	8	14	4
Bradford C.	6	1	2	3	9	17	4
Charlton A.	4	1	1	2	7	7	3
Notts Forest	4	1	1	2	5	8	3
Chesterfield	5	1	1	3	7	14	3
M'chester U.	5	1	1	3	6	11	3
Bristol C.	4	1	0	3	7	13	2
Swansea T.	5	1	0	4	7	11	2

Third Division (South).

Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Bournemouth	6	4	2	0	14	6	10
Fulham	5	4	0	1	22	9	8
Southend U.	5	3	2	0	9	3	8
Crystal Pal.	5	3	1	1	15	8	7
Brentford	5	3	1	1	9	8	7
Watford	5	3	0	2	16	13	6
Brighton	5	2	2	1	6	7	6
Luton T.	6	3	0	3	10	9	6
Cardiff C.	6	2	2	2	14	7	6
Mansfield T.	5	2	1	2	9	13	5
Clapton O.	5	2	1	2	8	6	5
Reading	5	2	1	2	8	11	5
Northampton	5	2	1	2	5	5	5
Swindon	5	2	0	3	11	11	4
Exeter C.	5	2	0	3	8	11	4
Bristol R.	5	1	2	2	11	10	4
Coventry C.	6	2	0	4	10	18	4
Norwich C.	6	1	2	3	7	8	4
Thames	5	1	2	2	5	5	4
Torquay U.	5	1	1	3	10	26	3
Gillingham	6	1	1	4	4	12	3
Queen's P.R.	5	0	2	3	3	8	2

Third Division (North).

Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Gateshead	5	5	0	0	16	2	10
Lincoln C.	6	5	0	1	17	8	10
Southport	6	5	0	1	11	7	10
Crewe A.	5	4	0	1	13	7	8
Wrexham	6	3	2	1	12	8	8
Barrow	6	4	0	2	11	8	8
Hull City	5	3	0	2	10	6	6
York City	5	3	0	2	6	10	6
Chester	5	2	2	1	11	8	6
Tranmere R.	6	3	0	3	15	7	6
Accrington S.	5	2	1	2	13	11	5
Halifax	6	2	1	3	6	7	5
Rotherham	5	2	0	3	14	13	4
Hartlepools	5	0	4	1	8	14	4
Carlisle Un.	6	1	2	3	12	15	4
Walsall	6	2	0	4	7	11	4
Doncaster R.	5	1	1	3	9	14	3
Darlington	5	1	1	3	8	12	3
Rochdale	5	1	1	3	7	17	3
Stockport	5	1	1	3	5	6	3
Wigan Boro'	6	1	1	4	7	16	3
N. Brighton	6	0	1	5	2	16	1

SCOTTISH LEAGUE.

First Division Table to Date.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Kilmarnock	10	7	2	1	20	9	16
Rangers	9	7	1	1	24	9	15
Celtic	9	5	4	0	28	9	14
Motherwell	9	6	2	1	24	10	14
Third Lanark	8	5	1	2	18	10	11
Aberdeen	8	4	3	1	10	7	11
Cowdenbeath	10	4	3	3	17	20	11
Clyde	9	5	0	4	14	14	10
St. Mirren	10	5	0	5	15	18	10
Partick T.	9	4	1	4	17	14	9
Hearts	10	4	1	5	10	11	8
Dundee	8	2	3	3	14	17	7
Morton	9	3	1	5	15	13	7
Falkirk	9	2	3	4	14	17	7
Hamilton A.	10	2	3	5	18	23	7
Airdrieonians	10	3	1	6	17	23	7
Dundee Un.	10	2	3	5	13	20	7
Queen's Park	10	2	2	6	9	26	6
Leith Ath.	9	2	1	6	9	10	5
Ayr Un.	10	0	3	7	13	28	3

I certainly agree that in the last two or three years the necessity for the whistle has become increasingly prevalent.—Mark Sugden.

REMINISCENCES OF JACK HOBBS.

Amusing Letters He Received.

"DARN UGLY BAT."

That a man is not everybody's "hero" is shown by the following reminiscences of Jack Hobbs.

In the Oval match between Gentlemen v. Players in 1912, Mr. Foster bowled Hobbs for 0 in the first innings. The Gentlemen declared in their second venture, and the match was obviously bound to be a draw. So, once he had broken his duck, Hobbs decided to have a go for the bowling, with the result that he scored 50 out of 55 in twenty minutes. This was some going, and the bowler who chiefly suffered was Mr. Greswell, late of Ceylon. At 54 Hobbs was caught by him (poetic justice!) off Simms.

There was an amusing sequel. The next day he received the following letter, apparently from a schoolboy:

Swanker.—You thought yourself very clever for getting a few fours off Greswell, and you only did it to pander to the Oval mob, which you are always doing. They applaud anything Surrey there, even if Hobbs, Esq., misfields a ball! You had not so much side on Friday when Foster bowled you for a duck!

England would fall to pieces without you—I don't think, Swanker.

Another letter in Jack's collection, which he treasures for its acidity, followed an innings of 215 against Essex which he describes as, incidentally, one of his best knocks.

Mr. 'Obbs,—No doubt you felt very fine making that 215 Monday, but the people who paid to see a game of cricket were terrible bored to compel to watch "one man" slogging for four mortal hours to earn talent money. It is what is killing cricket, chaps like you sticking in all day. How would you like to watch one man kick a football for four mortal hours on end?

To me you are a darn ugly bat to watch for half an hour. I say, didn't you feel fine. You won't come off so grand with Jacques and Kennedy's bowling. I hate your dam swank.

From one who hopes to see you out on Thursday.

Unhappily or otherwise the correspondent's wishes were not fulfilled, as on Thursday in the Hants match the famous batsman scored 167.

THE QUEEN'S PARK RANGERS.

Acquire White City Stadium.

AMBITIOUS SCHEME.

One of the most important developments in London football, the moving of Queen's Park Rangers from their present ground at Loftus Road, Shepherd's Bush, to the White City Stadium, is now being completed.

Queen's Park Rangers played their first home match in the Football League this season against Bournemouth at the White City, and all home matches of both reserve and League teams will be played there.

The Rangers thus take over for football one of the best grounds in the country, a ground with covered accommodation for over 80,000. The Amateur Athletic Association are also considering terms for holding their meetings there.

A large double-deck headquarters for training and dressing-rooms is being built, and there will be a tunnel for the players to emerge direct on to the pitch.

It is hoped that, by establishing the White City as a centre for Association football, some of the big football events of the year—international matches and Cup semi-finals—may be allotted in due course to this enclosure.

For years Queen's Park Rangers and other clubs have considered various proposals for moving to the White City, and the negotiations which are now practically completed have been going on for many months.

The move is the first step in a big ambitious scheme to raise Queen's Park Rangers F.C. to the forefront of Soccer.

"We have still about 20 years to run on our lease at Lifts Road," said Mr. John Bowman, the secretary-manager, to The Evening News "but we consider this change so good that we are prepared for the responsibility, if necessary, of paying rents for both grounds during that period.

"The Loftus Road ground will be kept in tip top condition, we shall use it for our practice so that the White City pitch will be like a billiard table for our matches.

"Our first two reserve games will be played at Loftus Road, and they will be the last.

"The next step, obviously, must be to build up the team for promotion. We have to do things gradually, of course, but in time we shall do it.

"I think that our play should benefit to some extent even at the start at the White City. Apart from the fact that the White City pitch is better, the players will not be handicapped, as they have been at Loftus Road, by being so close to the spectators, where they have always heard too plainly the remarks of spectators.

"And on such a ground as the White City where, like the Wembley Stadium, the public are well back from the pitch, the football will look its best."

CRICKET UMPIRE'S BENEFIT.

Harding Young's Link with "Nineties."

Harding Young, who did good work for Essex about 30 years ago, is being granted a benefit this season by the M.C.C., whose staff he joined in 1899. This will take the form of a fixed sum and a subscription list.

Young, who had a curl in the air which was very deceptive, was bought out of the navy so that he could play for his native county. He established his fame early in 1899, by taking 7 for 32, in the Australians' second innings at Leyton, and so enabling Essex to win by 126 runs. Among his victims were Darling, Hill, S. E. Gregory and Trumper. That was his greatest season, during which he obtained 139 wickets for 21 runs each.

He took part in the Tests at Leeds and Manchester, taking six wickets in each game besides playing an innings of 43 on the latter ground. He also had 15 Warwickshire wickets, including eight in an innings for 54, at Edgbaston. At the Oval, too, in the Gentlemen v. Players match, he scored 81, adding 135 for the tenth wicket with Hayward.

For some years he was ranked as one of the best of umpires. His previous benefit was Essex v. Somerset at Leyton in 1925.

SCHNEIDER TROPHY

ITS PURPOSE AND HISTORY.

by

Major F. A. de V. Robertson.

Before the Italian Schneider team left Great Britain in 1929 its commanding officer, Colonel Bernasconi, expressed the view that the Schneider contest was not a satisfactory speed test because there were hampering restrictions. This must mean that the contest had developed into something not contemplated by the donor, the late M. Jacques Schneider, when he presented the trophy to the Aero Club of France in December, 1912. Only a few months ago the British Government made the same assertion, giving it as a reason why the Royal Air Force should not defend the trophy this year.

Aeronautics Benefited.

There certainly seems to be something in this view. M. Schneider evidently wished to assure that the competing craft should be practical, seaworthy machines, and not mere racing freaks. For that reason certain tests in alighting and taking off are always held as part of the contest. In 1912 it must have seemed impossible that seaplanes should ever hold the speed record of the world. Yet that has come about, and in the process the science of aeronautics has very greatly benefited. The great advantage has been experienced in increasing speed. Even in 1925 no one foresaw that a squadron of R.A.F. aeroplanes would be able to fly at 200 m.p.h. Any advance in the seaworthiness of the floats (and that, too, has taken place) has been incidental. It would probably be a good thing if the series of Schneider contests were to end now and a new competition were instituted with conditions which only had regard to speed. For that to happen the first step is for Great Britain to win the contest next month. If she does it will be her third successive victory, and the trophy will remain permanently with our Royal Aero Club.

The First Contests.

The first Scheider contests were private, friendly affairs which did not attract much public attention. In 1913 the first was held off Monaco. France entered several machines, and America one. The only starter who finished the course was M. Prevost, in a Deperdussin twin-float monoplane with 160-h.p. Gnome. He completed the course of 150 sea miles in an actual flying time of 2 hours 50 minutes, but through some error did not cross the finishing line until about an hour after he had landed. Consequently his official time was 3 hours 48 minutes, and his average speed became only 45.75 m.p.h., which was a libel on his seaplane.

Trophy in England.

In 1914 the contest was again held at Monaco, and this time Great Britain entered a Sopwith twin-float seaplane with 100-h.p. Monosoupape, piloted by Howard Pixton. He won at an average speed of 86.8 m.p.h., and brought the trophy to England, where it remained throughout the war.

Bournemouth Fiasco.

The 1919 contest off Bournemouth was a fiasco. Owing to the fog, no competitor was judged to have completed the course. The only one who claimed to have done so was the Italian, Janello, in a Savoia biplane boat. The Italian Aero Club was accordingly asked to take charge of the cup and organise the next contest. The notable points of the Bournemouth meeting were the appearance of flying-boats in the contest and the condition that so many alightings had to be made during the race instead of in a preliminary test. This shows how far people then were from thinking of a speed record.

Italian "Fly Overs."

The contests of 1920 and 1921 were held at Venice, and were won by Italian seaplanes, both flying-boats. In each year France challenged, but the French seaplanes were prevented by accidents from making a start, so that Italy in each case had a "fly over." The speed in 1920 was 107 m.p.h. in bad weather, and in 1921 it was 111 m.p.h.

Won By Two Minutes.

Great Britain challenged in 1922, thanks to the sporting effort of the Supermarine Aviation firm, which at its own expense built a boat with a Napier 450-h.p. engine, known as the Sea Lion. In this Captain H. C. Biard won a hotly contested race by two minutes at a speed of 145.7 m.p.h., which was passed as a world's record for seaplanes. The victory was not entirely due to increased engine power, for the 1920 winner had had a 550-h.p. Analdo engine. Although it was a boat, the Sea Lion was very fast for its day, and Biard showed fine judgment as he flew the race. At that time the increase of speed was certainly being restrained by the reliability tests. It was known that float-planes were faster than flying-boats, but the latter were held more seaworthy, and that quality was given much weight.

Entry of The United States.

In 1923 the whole character of the contest was changed. The United States Navy put in a challenge and sent over three twin-float biplanes. Two of them were Curtiss navy machines with Curtiss 465-h.p. D.12 engines. The seaplanes were not new, but had been "cleaned up" for the race. The engines were distinguished by their small frontal area and by metal propellers driven at great speed direct off the crankshaft. Great Britain could do no better than enter the Sea Lion again, and it was outpaced. Lieutenant Rittenhouse, the winner, made an average speed of 177.38 m.p.h. Henceforth the race was to lie with Government entries, with twin-float seaplanes, with engines of small frontal area, and with metal propellers. The Schneider Trophy contest had definitely become the chief event in the world of air sport.

Flying-Boats Last Fling.

The trophy stayed in the United States until 1926. In 1924 no one challenged. In 1925 Great Britain and Italy both sent over seaplanes to Baltimore. The Italians still held to the idea of flying-boats—the last time they were to appear in the race. British firms had built two types of special twin-float races, the Gloster firm sending two biplanes and the Supermarine firm a monoplane. The Napier 450-h.p. Lion engine (with its power boosted up to about 700 h.p.) was used in all the British machines. The Americans had improved the Curtiss engine, and Lieutenant Doolittle, of the United States Army, won at a speed of 232.57 miles an hour. For the first time a speed of 200 miles an hour had been attained in the race. Broad, in a Gloster, finished second, and an Italian was third.

Two Years Preparation.

Great Britain had now decided that it needed two years to prepare for a Schneider contest, and did not challenge in 1926. The lessons of the past year had to be digested by our designers. Mr. Mitchell, the Supermarine designer, had introduced the monoplane idea, with wings about half-way up the fuselage. It had developed "wing flutter" on a test flight. He decided that the "low-wing" monoplane was the speed machine of the future. The Macchi firm came to the same conclusion. Italy—in this case the Italian Royal Air Force—sent over a team in 1926 to Hampton Roads, and Major de Bernardi, in a Macchi low-wing twin-float monoplane with Fiat 800-h.p. engine, beat the American Navy Curtiss biplanes handsomely, winning at a speed of 246,496 miles an hour. Since that defeat the American Government has refrained from official participation in the contest, though the United States Navy gave encouragement to Lieutenant Williams's efforts to get a racer ready in 1927 and in 1929.

Three Hundred Miles An Hour.

The contest at Venice in 1927 saw a great effort by the Air Forces of Italy and Great Britain. The Italians entered three Macchi low-wing monoplanes with Fiat engines, improved editions of the last winner. Great Britain flew two Supermarine low-wing monoplanes and one Gloster biplane. The engines were all Napiers, rated at 875 h.p., but smaller and lighter than ever before. An experiment was made with gearing down the propeller, which certainly increased the power and speed; but it was feared that it might develop lubrication troubles, and so, as a precaution, one monoplane was entered with a direct drive engine. In the race all the Italians and the Gloster biplane had to land from engine trouble. The two Supermarines finished the course.—Manchester Guardian.

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2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Stewed Duck with Greens.
5. Thick Milk Gravy with Preserved Fruits.
6. Mixed Rice in Fresh Lotus Leaf.

PRICE:—$2 per dinner per head.

1. Shark's Fins with Yellow of Crabs in Special Soup.
2. Roasted Fowl Livers & Mutton Leg.
3. Steamed Fresh Mushrooms in Shrimp-Roe Gravy.
4. Thick Milk Gravy with Preserved Fruits.
5. Mixed Rice in Fresh Lotus Leaf.

PRICE:—$1.50 per dinner per head.

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Single dishes can be obtained at Prices on list.

ESPECIAL.

Special dishes ready for Patron's Order at all hours.

There is a special a la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, swabi, shark's fins, bird's nest soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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SINCERE'S OFFER OF CREDIT MEMOS TO CLOSE ON SEPTEMBER 20th.

It is gratifying to note that since our announcement of giving 10% Credit Memos to our customers who made their cash purchases during our last "Sale," we have been giving away several thousand dollars every day, and up to now more than half of our hundreds of thousands of customers have called for their shares.

As we are anxious to clear the small outstanding sum, holders of our Counter Sale Memos qualified for this special offer, are requested to call for the Credit Memos due thereon, (counter sale memos to be produced) not later than September 20th, 1931.

Time: From 10 a.m. to 7 p.m. daily.

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WHITEAWAYS

THE STORE FOR VALUE

HONG KONG.

The China Mail

Hong Kong, Tuesday, Sept. 15, 1931.

Finding The Money.

Within a few weeks the Colony's Budget for the ensuing year will be submitted to the Legislative Council. Speculation may be keen among certain sections of the community whether there will be any fresh taxation. Already the hope has been expressed by Unofficial members that such will not be necessary, and His Excellency the Governor has re-echoed that hope. Since then, however — July 16— charges for water meters and for the use of ambulances have been increased, without one word of public protest by any of the Unofficial members. Thus has the spirit of the utterances and the hopes expressed in the Legislative Council only a couple of months been killed. It may seem like splitting straws to argue that higher water meter rents and higher ambulance fees do not come under the category of taxation; but they are imposts just the same, and imposts levied on the whole community. The stereotyped schedule of rates and taxes may not be increased. It is quite easy for the Government to promise this if it has its eye all the time on other methods of raising more revenue to balance the Budget. As the Hon. Dr Kotewall pointed out, in less than one year the assessment tax had been increased four per cent., shipping charges raised, duties on liquor and tobacco substantially augmented, and an amusement tax introduced. Now we have higher water meter rents and higher charges for the use of ambulances, besides the authority given to bus and taxi companies to increase their scale of fares. Where is it all going to end?

The community has a right to be considerately treated by our Budget framers. If more sacrifices are still deemed necessary, these—as at Home—must be borne by all sections of the Colony, high and low. If this cannot be achieved through the existing system of rates, taxes, and other imposts, let the whole system be scrapped and a better and more equitable one introduced simultaneously with the new Budget. Let the Government give a frank indication, where politic, of its proposals not alone to Unofficial members and to the Finance Committee of the Council, but to the community through the medium of the Press. Let it invite constructive criticism and friendly suggestions, thus creating that feeling of mutual confidence and trust that ought always to exist between administrators and citizens in a Crown Colony If such a course is not considered feasible in its entirety—conservatism is always the besetting sin of Colonial Governments—it might at least give such bodies as the General and Chinese Chambers of Commerce and the various Residents' Associations a prior indication (again as far as is consonant with the necessity for secrecy regarding liquor and tobacco duties) of its Budget proposals in the main. Taxation and imposts of all kinds have gone up inside one short year, due to the slump in the dollar, which latter in its turn is responsible for the almost phenomenal increase in the cost of living generally for the dollar paid citizens. In any case, as precedent has proven, it is a mere waste of words to condemn or even mildly criticise any fresh imposts once the Budget has been actually introduced. Only a public typhoon of protest could then move officialdom to alter or vary any of the Budget proposals, particularly as by that time the Government will be in possession of the views of the Unofficial minority in the Legislative Council

Mail Commentary.

Souvenirs!

An American sailor, spending his leave in the interior of China, recently, came across a towel wound round the neck of a sweating coolie. As it bore the mark of a towel supply company of St. Louis—his native town—he purchased it from the coolie and returned it to its owner. He was unable to ascertain how the towel got to China, but was told by the coolie that he had stolen it from the quarters of General Feng Yu-hsiang because he (the coolie) had not received his month's wages.

This reminds us that we also have come across (and that not so seldom) in the homes of respectable citizens small pieces of table crockery and napery bearing the impress of hotels in various cities of the world. One lady we met had made a collection of tea-spoons and proudly exhibited it to her friends. She said she always made a point of taking away with her a tea-spoon from every hotel at which she put up. And as she had travelled extensively she had a large collection.

* * *

Funny Physic.

Tickling and laughter as a therapeutic is the contribution of the famous explorer and big game hunter, Mr. H. W. Seton-Karr, to the world war against disease.

Remarking that the laughter of dogs was expressed in tail-wagging and face contortions, he said:—

"I am rather fond of tickling animals, playing with them. If you want to tickle an elephant you have to use considerable force with a hard substance, like a brick, but tickling in general has curative effects.

"It should be practised in hospitals on a large number of people as a therapeutic, and, from my experience, I have no hesitation in suggesting this remedy for disease to the medical profession."

Commenting on this the Manchester Guardian says:—

The possible spread of "chiropractic" from U.S.A. is not the only threat to orthodox medical practice—a lecturer in London has just assured his audience that tickling ought to be "used in hospitals as a therapeutic," and that he has "no hesitation in suggesting this remedy for disease to the medical profession." It is to be hoped that the B.M.A., true to its usual policy, will decline to take any notice of the suggestion—heaven forbid that chucking the patient under the chin, or tickling his toes with a feather, should ever become part of the bedside manner! It must have been in anticipation of that unseemly possibility that the Poet Laureate of Scotland evolved that world-famous lyric "Stop your tickling, Doc!"

News in Brief.

The lowest open air temperature yesterday was 76 degrees. The humidity was 86 at 10 a.m. and 81 at 4 p.m.

Falling from the third floor verandah of 121 Second Street, a youth, Shek Sui-yin (13), fractured his skull, and had to be taken to the Government Civil Hospital.

A woman, Li Lai (79), who was knocked down by a motor bus opposite the Sikh Temple in Morrison Gap Road on August 12, died in the Government Civil Hospital at 10.50 last night.

Choi Yuk-lam, the woman who attempted to commit suicide by hanging herself at 7, Hollywood Road, and who was found by her husband in an unconscious condition, died in hospital yesterday.

The master of the s.s. Tatsutasan Maru has reported at the Harbour Office that the ship passed a derelict junk drifting bottom up in Lat. 24 deg. 04' N. and Long. 118 deg. 36' E. The wreck is a danger to navigation.

All pupils and teachers of the Chinese Middle School at Suining in North Kiangsu, numbering more than a hundred, have been captured and are being held for ransom by bandits who raided the city last Friday, says a Reuter message.

The death of a deck passenger from heart failure, whilst at sea, was reported at the Harbour Office this morning following the arrival in port of the J.C.J.L. s.s. Tjisadane (Captain J. J. Blankert). The Tjisadane, from Sourabaya (September 5) and Batavia (September 9), arrived at 7 a.m.

Mr. W. Schofield, at the Central Police Court yesterday afternoon, conducted a Coroner's enquiry into the mysterious circumstances attending the death of a Chinese man, who was found injured in Stubbs' Road on August 13, and subsequently died from pneumonia in the Government Civil Hospital on August 19. The jury returned a verdict of death from natural causes.

NEWS IN ADVTS.

A quantity of valuable household furniture will be auctioned by Lammert Brothers on September 21.

Personal Pars.

The "hot gospeller," Aimee Semple Macpherson, was secretly married at Yuma, Arizona, yesterday. She flew there with her new husband, British convert to her sect, David L. Hulton, who is a music teacher, says a Reuter message.

Introduced by Mr. C. T. Wang, Mr. Shigemitsu (the New Japanese Minister) presented his credentials to Marshal Chiang Kai-shek yesterday morning, at Nanking. Both parties expressed the hope that the existing friendly Sino-Japanese relations would be further consolidated, says a Reuter message.

The newly appointed Minister for the Netherlands to China, Mr. W. J. R. Thorbecke, and Mrs. Thorbecke are due to arrive to-day on board the new J.C.J.L. steamer Tjisadane, on their way to the North. They are travelling in the company of General J. C. Pabst, the Netherlands Minister to Japan, who is returning from Home leave. Mr. Thorbecke is succeeding Sir William Oudendijk, late Netherlands Minister in Peking and Dean of the Diplomatic Body, who retired some months ago.

LOCAL ESTATES.—

Money Left by Former Residents.

MR. C. L. MAY.

Estate in the Colony valued at $283,500, with net personalty at Home valued at £20,773.2.7, was left by Charles Lena May, who died at Corfe House, Arnison Road, East Molesay, Surrey, on December 20, 1930.

The Supreme Court has granted re-sealing of certified copy of probate to Mr. D. J. Gilmore, manager of the Chartered Bank of India, Australia and China, attorney for the son, Edmund Leslie May, of The Spec, Grove Road, East Molesay, Surrey, and the Westminster Bank Limited.

In his will testator directed that the estate be shared by his two sons, Edmund and Norman.

Mrs. J. B. Mackenzie.

Mrs. Jane Bethune Mackenzie, who died at Daresbury, Malvern, Worcester, on February 27, 1930, left local estate valued at $161,500, with net personalty at Home amounting to £17,850.3.2. She made family bequests in her will.

The executors are Messrs. S. H. Petre and E. T. Watson both of 8, Carlos Place, London, and re-sealing of exemplification of probate has been granted to their attorney, Mr. M. H. Turner, solicitor.

Mr. P. W. Blackwell.

Philip William Blackwell, late of 295, The Peak, and formerly of Hankow, who died at Klotzsche, near Dresden, Germany, on October 6, 1930, left estate in Hong Kong amounting to $21,300, with net personalty at Home valued at £2,322.14.10.

The sole beneficiary under the will is his widow, Margaret Alice Blackwell (now Mrs. Scott Bell), living at 23, Clarence Parade, Southsea, Hants. She is also the sole executrix named in the will, and re-sealing of certified copy of probate has been granted to her attorney, Mr. G. G. N. Tinson, solicitor.

FORTUNE OF CHURCH HISTORIAN

The Rev. William Hunt, of Phillimore Gardens, Kensington, an eminent scholar and church historian, author of "The English Church in the Middle Ages" (1888) and other works, and president of the Royal Historical Society 1905-1909, left property of the gross value of £125,070, with net personalty £117,697. The testator left:

£4,500 5 p.c. National War Bearer Bonds, 1929, to the President and Fellows of Trinity College, Oxford, as a fund bearing his name, the income of which shall be used in improving, enlarging and executing any extraordinary repairs to the buildings of the college.

ANOTHER OPIUM HAUL.

Heavy Sentence for Chinese Cook.

On information received, the Revenue Department boarded a Wuchow firewood lighter, which lay at anchor off Cheung Sha Wan, on Sunday night. After a careful search, they found 49 taels of prepared opium and 960 taels of raw opium cleverly concealed in a large cargo of firewood. Tong Wing-chi, who stated that he was employed as cook on board the lighter, was arrested. He appeared before Mr. W. Schofield in the Central Police Court this morning, and pleaded guilty.

Fines amounting to $31,000, with the alternative of one year's hard labour, were imposed.

Another Seizure.

As a result of the huge seizure of non-Government prepared opium made by the Water Police in the early hours of Saturday last, five Chinese were remanded in the Kowloon Police Court this morning.

Appearing for the defence Mr. Lee Hon-fan asked for a date for hearing, which was fixed for Friday afternoon next.

The quantity of opium involved is 5,065 taels, valued at $60,780.

DAYLIGHT ROBBERY

Access to Flat By Ruse.

OCCUPANTS GAGGED.

Under the pretext that they had come to repair the electric lights, three robbers, armed with a revolver and a dagger, gained entrance to 1, Bute Street, yesterday afternoon. The occupants of the flat at the time were Li Hau-kwong and his wife.

Li told the Police that he and his wife were bound and gagged and thrown into a room, the doors and windows of which were closed by the intruders. After taking a gold ring, valued at $20, from the woman's finger, the robbers proceeded to ransack the premises. They decamped with a haul of money and jewellery to the total of $200.

Li and his wife were released from their bonds by a relative later in the afternoon.

CLUTCHING HAND.

Prison for Habitual Pickpocket.

Ho Tak, an unemployed Chinese, pleaded guilty this morning at the Kowloon Police Court, to stealing a metal cigarette case and a $1 note from another Chinese on Mongkok Ferry wharf, on September 12.

He admitted three previous convictions for similar offences and was sent to jail for six months with hard labour.

To-day's Thought.

Rivalry, when considered from the old-time standpoint of antagonism, can never solve our problems, because it is essentially selfish: Success attained by some means failure to others, and hence contains within itself the seeds of its own dissolution.—Christian Science Monitor.

Ten Years Ago.

[From the "China Mail" of September 15, 1921.]

Today's dollar is worth 2/8½.

* * *

To celebrate the institution of the new railway halt at Homuntin by the Kowloon-Canton Railway the residents of the Garden City and their friends had a gala night last night, when the band of the Wiltshire Regiment gave a fine concert programme, which was enjoyed by all.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TATSUTA MARU ..... Wednesday, 16th September.
ASAMA MARU ..... Wednesday, 30th September.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU ..... Tuesday, 6th October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
TERUKUNI MARU ..... Saturday, 19th September.
HAKUSAN MARU ..... Saturday, 3rd October.
SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU ..... Saturday, 26th September.
KAMO MARU ..... Saturday, 24th October.
BOMBAY via Singapore, Penang, & Colombo.
† TOKUYO MARU ..... Sunday, 27th September.
TANGO MARU ..... Sunday, 11th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
RAKUYO MARU ..... Thursday, 15th October.
NEW YORK, BOSTON via Panama.
† TOBA MARU ..... Tuesday, 29th September.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.
† LIMA MARU ..... Sunday, 11th October.
CALCUTTA via Singapore, Penang & Rangoon.
† PENANG MARU ..... Tuesday, 29th September.
† CALCUTTA MARU ..... Wednesday, 16th October.
SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU (Nagasaki direct) ... Friday, 18th September.
KATORI MARU ..... Saturday, 19th September.
† TOKUSHIMA MARU (Kobe direct) Thursday, 24th September.
† Cargo only.

For further information apply to:— NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Santos Maru	Fri.,	2nd Oct.
MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPETOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo	Arizona Maru	Wed.,	7th Oct.
BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.	Brisbane Maru	Tues.,	6th Oct.
JAPAN PORTS (Frequent Services).	Himalaya Maru	Sun.,	27th Sept.
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Sun.,	11th Oct.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Kinai Maru ..... Hokuroku Maru	Tues., Tues.,	15th Sept. 6th Oct.
BOMBAY via Singapore, Belawan Deli & Colombo.	Hague Maru	Sat.,	19th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	Burma Maru	Fri.,	18th Sept.
HAIPHONG via Hoibow & Pakhoi. (Fortnightly).	Menado Maru	Thurs.,	17th Sept.
KEELUNG via Swatow & Amoy (3 p.m. every Sunday).	Canton Maru	Sun.,	27th Sept.
JAPAN PORTS via Keelung & Shanghai.	Tacoma Maru	Mon.,	21st Sept.
TAKAO via Swatow & Amoy (Fortnightly).	Deli Maru	Thurs.,	24th Sept.

For further particulars please apply to:—
OSAKA SHOSEN KAISHA.
Telephone 25061.

WATER LEVELS.

Details for West, North and East Rivers.

The following table, issued by the Kwangtung River Conservancy Commission, shows in feet the water levels on the West River, North River and East River on the dates named:—

	Sept. 12	Sept. 13
West River at Shiuhing	9.0	9.9
North River at Samshui	11.4	13.1
North River at Tsingyuen	8.0	—
East River at Sheklung	11.0	10.6

The highest levels recorded are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung, 11.5 feet.

The lowest levels on record are minus 5 feet at Samshui and minus 2.7 feet at Sheklung.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Japan arrived at Shanghai on September 14 (Mon.) at 1 p.m., left Shanghai on September 15 (Tues.) at 9.30 a.m., and is due at Kobe on September 17 (Thurs.) at 5 a.m. She leaves Kobe for Yokohama on September 17 (Thurs.) at 2 p.m.

The C.P.S. R.M.S. Empress of Asia arrived at Shanghai on September 14 (Mon.) at 4 p.m., left Shanghai on September 15 (Tues.) at 10.30 a.m., and is due at Hong Kong on September 17 (Thurs.) at 11 a.m. She leaves Hong Kong for Manila on September 17 (Thurs.) at 6 p.m.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. Bengloe are reminded to take delivery of their goods which will be subject to rent after September 18.

Consignees of cargo ex m.v. Penrith Castle are reminded to take delivery of their goods which will be subject to rent after September 18.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be *added* to the depths given on the chart unless preceded by an asterisk (*), when they should be *subtracted* from the depths.

September 14 to 20, 1931.

Date	High Water		Low Water	
Sept.	Standard Times	Ht	Standard Times	Ht.
	H. M	F.	H. M.	F
Mon. 14	10 41	7·2	4 01	2·0
	23 05	6·1	15 [illegible]	1·[illegible]
Tues 15	11 24	6·6	04 [illegible]0	1
	23 36	6·4	17 30	2·2
Wed 16	—	—	04 45	1·
	12 28	5·8	17 51	2·7
Thurs 17	00 10	6·5	05 19	1·9
	13 30	5·0	18 8	3·4
Fri. 18	00 43	6·7	05 [illegible]	2·[illegible]
	14 04	4.4	18 32	3·
Sat. 19	01 23	6·7	09 41	2·
Sun. 20	03 20	6·5	11 [illegible]	1

NO MAST-HEAD LIGHTS.

Cargo Boat Steersmen Fined.

Before the Hon. Comdr. G. F. Hole, R.N. (retired), at the Marine Court this morning, Lance-Sergeant Riddell, of the Water Police, charged the steersman of a cargo boat with failing to exhibit a mast-head light while under way in the harbour, near the Kowloon Godowns.

Lance-Sergeant Cameron charged two other cargo boat people, a man and a woman, for similar offences while their vessels were under way in the Yaumati Typhoon Shelter.

In pleading guilty, all three accused advanced the excuse that they had stern lights.

"That is your trouble," his Worship said sternly, and imposed fines of $10 each.

WARSHIPS IN PORT

The following British warships were in harbour to-day:—
Cornflower—West wall (dock).
Magnolia—In dock.
Moth—East wall.
Oswald—East wall.
Phoenix—East wall.
Sepoy—North arm.
Seraph—North wall.
Serapis—South wall.
Sterling—South wall.
Stormcloud—North arm.
Tamar—Basin.

Foreign.

Angus—French gunboat.
Mindanao—American gunboat.
Regulus—French gunboat.

ARRIVALS OF SHIPS.

Sunday, September 13.

Liberator, American str., 5,750 tons, Capt. N. Lawrence, from Tsingtao, Tsun Wan Anchorage.—L. Everett, Inc.

London Maru, Japanese str., 4,413 tons, Capt. N. Ohno, from Singapore, Kowloon Wharf.—O.S.K.

Tjikembang, Dutch str., 5,028 tons, Capt. P. Abbo, from Amoy, buoy No. A3.—J.C.J.L.

Monday, September 14.

Chekiang, British str., 1,313 tons, Capt. J. Smart, from Canton, buoy No. B3.—B. & S.

Fingal, Norwegian str., 1,243 tons, Capt. B. Bolt, from Canton, buoy No, C3.—Thoresen & Co.

Kaying, British str., 1,572 tons, Capt. J. D. Fraser, from Swatow, buoy No. B14.—B. & S.

Kittawa, British str., 708 tons, Captain J. Crosthwaite, from Amoy, Tsun Wan Anchorage.—Texaco & Co.

Lyons Maru, Japanese str., 4,340 tons, Captain K. Tovii, from Shanghai, buoy No. A6.—N.Y.K.

President Wilson, American str., 8,319 tons, Capt. M. Ridley, from Manila, Kowloon Wharf.—Dollar S.S. Line.

Ryujin Maru, Japanese str., 902 tons, Capt. N. Kitano, from Keelung, Yaumati Anchorage.—M.B.K.

Santo Maru, Japanese str., 1,820 tons Capt. Y. Yoshioka, from Canton, buoy No. A9.—D.K.K.

Soochow, British str., 1,594 tons, Capt. R. H. Fairley, from Canton, buoy No. B15.—B. & S.

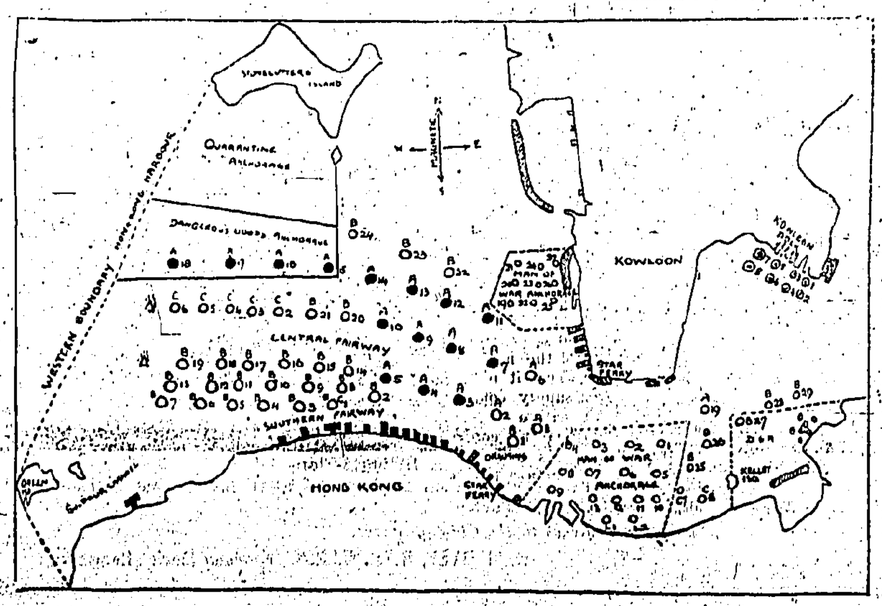
A CONTRAST.

Ships New and Old.

Very considerable interest was evoked during two days of Glasgow's recent Civic and Empire week in the spectacle arranged for by David MacBrayne (1928) Ltd., the modern title of the long-established and renowned "MacBrayne's" Clyde and West Highland passenger fleet. At one of the berths of the Broomielaw, and moored close together for facility of external and internal inspection, were two vessels of the Company's fleet, each in its own way of arresting, if not unique, interest. One was the new twin-screw vessel Loch Fyne, embodying in her passenger accommodation and her propulsive machinery especially the acme of up-to-dateness; and the other the p.s. Glencoe, a veteran of 85 years and probably the oldest steamboat in the world still in active service. In close juxtaposition the two vessels forcibly brought home to the many visitors the great gap between the advanced shipbuilding practice of to-day, as regards passenger accommodation, propulsion, and navigation, and the ship construction and marine engineering of over 80 years ago.

Built in 1846 by the long-defunct firm of Tod and Macgregor, Partick, the Glencoe is propelled by a vertical, direct-acting "steeple" engine of 120 h.p. At first named the Mary Jane, she ploughed Clyde waters between Glasgow and Inverary for many a long day, and for the major part of her lifetime Oban and Western Isles. The Loch Fyne, launched so recently as March 20, by William Denny and Bros., Dumbarton, has twin-screw propulsive machinery consisting of two sets of Davey-Paxman single-acting, four-cycle, trunk-piston, airless injection, five-cylinder, Diesel engines; each set driving a Metropolitan Vickers direct-current generator, transmitting electric power to two main motors, coupled to the propeller shafting. Although the Diesel-electric system of propulsion has already to some extent been adopted in ferries, tugs, and other special craft in the States and elsewhere, it is quite new to vessels engaged in British coastwise services. Its outstanding advantage and attraction are its adaptability to the system of pilot bridge control, now recognised as having most revolutionary possibilities. From this point of view the service performances of the Loch Fyne will be watched with much interest, quite as much by those whose concern is navigation as by those having to do with propulsive engineering. Intended for the service between Oban, Staffa, and Iona during the Summer, and between Greenock and Ardrishaig during the Winter, the vessel is 215 ft. in length by 30 ft. moulded breadth, 7 ft. 6 ins. load draft. Her intended service speed is 16 knots, which on her trials she exceeded by over half a knot. She will carry about 1,200 passengers.

BUOY PLAN OF HONG KONG HARBOUR.



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WORLD famous CUISINE
—SERVICE—
Passengers desiring to travel comfortably on a Limited Budget should ask about the
NEW EMPRESS TOURIST CABIN
accommodation
EXCEPTIONAL LOW FARES.

SAILINGS

	Hong Kong Leave	Shanghai Leave	Kobe Leave		Yokohama Leave		Vancouver Arrive	
Empress of Asia	Sept. 25	Sept. 28	Oct.	1	Oct.	3	Oct.	12
Empress of Canada	Oct. 10	Oct. 13	Oct.	15	Oct.	17	Oct.	25
Empress of Russia	Oct. 23	Oct. 26	Oct.	29	Oct.	31	Nov.	9
Empress of Japan	Nov. 7	Nov. 10	Nov.	12	Nov.	14	Nov.	22
Empress of Asia	Nov. 20	Nov. 23	Nov.	26	Nov.	28	Dec.	7
Empress of Canada	Dec. 5	Dec. 8	Dec.	10	Dec.	12	Dec.	20
Empress of Russia	Dec. 18	Dec. 21	Dec.	24	Dec.	26	Jan.	4

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EMPRESS OF ASIA	Sept. 17	Sept. 19
EMPRESS OF CANADA	Oct. 2	Oct. 4

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"AENEAS" 29th Sept. For M'lles, London, R'dam and Glasgow.
LIVERPOOL SERVICE.
"NINGCHOW" 26th Sept. For Port Said, Havre, L'pool & G'gow
"ASPHALION" 11th Oct. For Port Said, Havre L'pool Glasgow
NEW YORK SERVICE.
"MENESTHEUS" 5th Oct. For Boston, New York, & Baltimore via Philippines and Singapore
PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"IXION" 17th Sept. For Victoria, Vancouver & Seattle
"TYNDAREUS" 17th Oct. For Victoria, Vancouver & Seattle
INWARD SERVICE.
"SARPEDON" Due 18th Sept. For S'hai, Tsingtao Weihaiwei Taku, Chinwangtao and Dairen
"ELPENOR" Due 27th Sept. For S'hai, Moji, Kobe & Y'hama

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STEAMER.	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	(In port	Sept. 18	Sept. 16	Oct. 6
CHANGTE	Oct. 9	Oct. 20	Oct. 22	Nov. 6
TAIPING	Nov. 6	Nov. 17	Nov. 20	Dec. 6
CHANGTE	Dec. 11	Dec. 18	Dec. 21	Jan. 6

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S.S.	Tons	From Hong Kong About		Destination.
		1931.		
*GARBETA	5,300	17th	Sept. 4 p.m.	Straits, Colombo & Bombay.
¶*‡SOUDAN	6,800	19th	Sept.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
†KALYAN	9,000	26th	Sept.	Marseilles, London, Rotterdam, Antwerp & Hull.
*MIRZAPORE	6,700	6th	Oct.	Straits, Colombo & Bombay.
MANTUA	11,000	10th	Oct.	Marseilles & London.
†KASHMIR	9,000	24th	Oct.	M'seilles, L'don, R'dam & A'werp.
*‡BURDWAN	6,500	31st.	Oct.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	7th	Nov.	Bombay, Marseilles & London.
†KASHGAR	9,000	21st	Nov.	Marseilles, London, Rotterdam, Antwerp & Hull.
RAJPUTANA	17,000	5th	Dec.	Marseilles & London.
CORFU	15,000	19th	Dec.	Marseilles & London.
*‡SOMALI	6,800	26th	Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti. ¶Calls Bangkok.

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BRITISH INDIA-APCAR SAILINGS.

		1931.		
*TAKADA	7,000	24th	Sept	Singapore, Penang & Calcutta.
†SIRDHANA	8,000	4th	Oct.	Singapore, Penang & Calcutta.
TILAWA	10,000	14th	Oct.	Singapore, Penang & Calcutta.

†Calls Rangoon. *Call Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

		1931		
NANKIN	7,000	2nd	Oct.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	7,000	31st	Oct.	
TANDA	7,000	2nd	Dec.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
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The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.
Cheap Summer Trips to Japan, June to Sept.

		1931.		
TILAWA	10,000	24th	Sept.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	25th	Sept.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	7,000	5th	Oct.	S'hai, Moji, Kobe, Osaka & Y'hama.
*KIDDERPORE	5,800	6th	Oct.	Shanghai, Moji & Kobe.
SANTHIA	8,000	9th	Oct.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,000	10th	Oct.	Shanghai, Kobe & Yokohama.
KASHGAR	9,000	17th	Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	23rd	Oct.	Amoy, Moji, Kobe & Osaka.
MACEDONIA	11,000	24th	Oct.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	6th	Nov.	S'hai, Moji, Kobe, Osaka & Y'hama.
TAKADA	7,000	6th	Nov.	Amoy, Moji, Kobe & Osaka.
RAJPUTANA	17,000	7th	Nov.	Shanghai, Kobe & Yokohama.
SIRDHANA	8,000	20th	Nov.	Amoy, Moji, Kobe & Osaka.
CORFU	15,000	21st	Nov.	Shanghai, Kobe & Yokohama.
TILAWA	10,000	4th	Dec.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	17,000	5th	Dec.	Shanghai, Kobe & Yokohama.
NANKIN	7,000	7th	Dec.	S'hai, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,000	19th	Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans on Punka Louvre System free of charge.

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Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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THE BIRTHDAY OF THE CUNARD LINE.

Story of Ninety-One Years' Progress.

ITS SMALL BEGINNING.

The birthday of the Cunard Line fell on July 4. Ninety-one years ago, on Saturday, July 4, 1840, the first Cunard liner, the Britannia, a vessel of little over 1,000 tons gross, began her maiden voyage from Liverpool to Halifax and Boston. To-day, no fewer than 14 Cunard liners will be at sea on the Atlantic. These ships represent over 300,000 tons, and the company's fleet, including ships of the associated lines, now comprises a total tonnage of nearly one million. It is also of interest to recall that exactly 50 years ago almost as much popular interest was being shown in the construction of the Servia, a ship of merely 7,000 tons, but at that time the largest Atlantic liner, as is now being taken in the construction of the company's new liner of 73,000. The Servia, like her successor, was built at Clydebank.

The ships comprising the first fleet of the British and North American Royal Mail Steam Packet Company, as the Cunard Line was then called, were the Britannia, the Acadia, the Caledonia and the Columbia, and from the auspicious start then made the Cunard Company has never looked back. From the 1,154-ton Britannia of 1840 to the 47,000-ton Aquitania and the 52,282-ton Berengaria, of to-day, is a story of progress not merely in size, but in speed, luxury and general efficiency.

Keen Competition.

Competition was severe in the early days of the company, notably on the part of the Collins Line, which was backed by the United States Government. But the Cunard Company rose to the occasion and the launching in rapid succession of the Africa, the Asia, the Arabia, and finally the Persia effectively met the Collins Line competition.

The Persia (1856) marked a milestone in the history of the company. She was the first iron Atlantic Cunarder, with a speed of 14 knots, but the designers still adhered to the paddle wheel, which survived until the time of the Scotia (1862), which broke all Atlantic speed records, reducing the time from New York to Liverpool to eight days 22 hours. The Scotia remained the largest vessel of the fleet until 1874, when she was eclipsed by the Bothnia, of 4,856 tons, which was followed in 1875 by her sister ship, the first Scythia.

Vast progress was being made in the '80's to improve passenger accommodation, and the Gallia (1879) is regarded as the grandparent of the modern liner. The Aurania (1883) holds the record for the first liner to be fitted with suites of rooms. Power and speed showed further development in the Campania and Lucania. In the latter vessel the Cunard Company first made regular use of wireless and published its first ocean wireless daily newspaper.

The Cunard Line was the first to build oil-fuel burning Atlantic liners. These were the 13 steamers of the great post-War building programme commenced in 1918, the biggest shipbuilding order ever placed by any one firm. To-day even that order has been eclipsed by that placed with Messrs. John Brown & Co., for a new liner which will be the largest ship in the world.

The man who was responsible for the formation of the company, which now bears his name, was Samuel Cunard, who was born in Halifax, N.S., on November 21, 1787. In 1814, when he was only 27 years of age, he made a contract with the British Government to carry His Majesty's mails between Halifax, St. John's, N.F., Boston, and Bermuda, by sailing vessels.

A Great Opportunity.

While carrying out this contract the dawn of ocean steam navigation excited his ambition, and he was one of the 144 subscribers incorporated to build the Royal William at Quebec, which vessel was launched on April 29, 1931, and engined at Montreal. She arrived at Halifax the same year, and the vessel's subsequent Atlantic record to the Isle of Wight, in September, 1833, in 17 days from Pictou, proved to him that with proper ships, built for the purpose, and with Government support, the project to connect Great Britain with America, with regularity, was quite feasible.

His great opportunity came in 1838, when the Lord Commissioners of the Admiralty asked for tenders for an Atlantic service. He crossed the Atlantic alone, and thus commenced his missionary work to convert the British to his scheme.

He was rebuffed and opposed on all sides by leading men of the day; by sailing ship owners, who saw ruin facing them if steam was successful, as well as by scientists, who claimed that a vessel could not carry sufficient coal for the voyage. He was persistent, and though he did not get any encouragement, he received a letter of introduction to Robert Napier, ship and engine builder, of Glasgow.

Napier made him acquainted with George Burns, also of Glasgow, and George Burns introduced him to David MacIver, of Liverpool, and thus began the close business association of Mr. Cunard with those two remarkable men of the time. Though at first they turned him down, they gave in and formed a partnership, under the name of the British and North American Royal Mail Steam Packet Company, with a capital of £270,000, which association lasted until 1878, when the concern was turned into a limited company, with a capital of £2,000,000.

A tender was submitted by Samuel Cunard to the British Government, which, after consideration, was accepted for a service between Liverpool and Halifax.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship,
"BENGLOE".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 11th September, 1931.

DODWELL—CASTLE LINE.

NOTICE TO CONSIGNEES.

Motor Vessel.
"PENRITH CASTLE"
From NEW YORK, NEWPORT NEWS & NORFOLK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

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All claims against the vessel must be presented to the undersigned on or before the 28th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

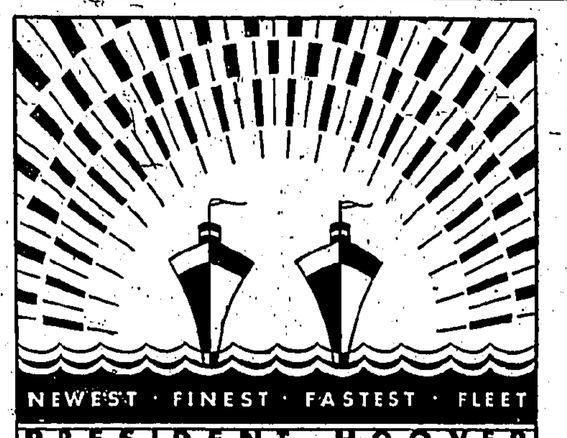
DODWELL & CO., LTD.,
Agents.
Hong Kong, 12th September, 1931.

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for September, 1931, Standard time of the 120th Meridian East of Greenwich) are as follows:—

September	Sunrise a.m.	Sunset p.m.
15	6.10	6.28
16	6.10	6.27
17	6.11	6.26
18	6.11	6.25
19	6.11	6.24
20	6.11	6.23
21	6.11	6.22



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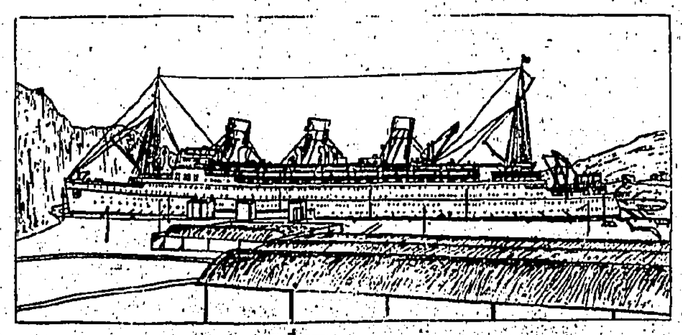
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TAI MING	THURS. 17th	SAT. 19th	SUN. 20th	MON. 21st
TAI HING	MON. 21st	WED. 23rd	THURS. 24th	FRI. 25th
TAI MING	WED. 23rd	FRI. 25th	SAT. 26th	SUN. 27th
TAI HING	SUN. 27th	TUES. 29th	WED. 30th	THURS. 1st
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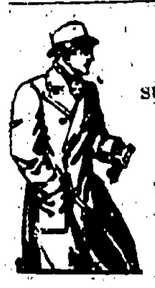

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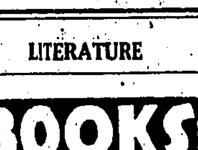

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RADIO TOPICS.

WONDERFUL TWO-VALVE SETS!

Notes And News For The Amateur.

Singapore, Sept. 5.

We have been reading quite a lot lately about the merits or demerits of the wonderful two-valve sets in possession of certain people who have been describing the results that are obtained on these sets. The Sungei Lembang set owner, for instance, who claims to be able to pick up Chelmsford with a single tuning stage and no H.F. is in all probability making no mistake whatever. Why shouldn't he? Many owners of two-valve sets have achieved the same success and there is no reason whatever why he should be doubted. It would be quite reasonable to state that the majority of short-wave enthusiasts in Britain do their long-distance listning in on short-wave sets which do not incorporate an H.F. stage. Until quite recently, most of the short-wave experts held that any sort of H.F. stage was unsuitable for short-wave reception and it is only the development of the screen grid valve that has exploded this theory. Now, to state that excellent loud speaker results can be obtained on an ordinary straight two-valver is, to put it mildly, an exaggeration. To state further that the secret of the thing lies in the special construction of tuning coils, is also an exaggeration. There is no secret at all about the detection of short-waves or the tuning of them. The principle always remains the same. But there is no reason whatever to doubt the efficiency of a well constructed two-valver using no H.F. amplification. With a simple two-valver, constructed on the cheapest lines possible but using fairly reliable components, practically every station that can be received in this part of the world can be got on head phones. To say that they can be put on the loud speaker is not true. The question of ease of tuning requires a little consideration. A novice might find the tuning of a super set much more simple than that of a straight set, but the average radio enthusiast who knows how to handle his reaction finds no difficulty whatever in tuning in on a straight set. Ease of tuning is a thing which has to develop with the experience of the set-owner so why should we doubt a statement by the owner of a two-valver that the tunning of his set is very simple, or for that reason, why should we doubt his statement as to the stability of his set.

To go a little further in the matter, while no one can doubt now the improvement that is derived from a well made set incorporating an H.F. stage, no short-wave enthusiast who has been doing his own experimenting can doubt the excellent results that a straight set without H.F. gives. With a good L.F. side to it a straight receiver without H.F. can bring in practically any good station on the loud speaker. Some time ago I heard Chelsmford at excellent loud speaker strength on a set which was only a leaky grid detector followed by two transformer coupled stages of L.F. The coils used were Dimics and the aerial a good outdoor one of about 50 feet in length and about 50 feet high.

Newcomers to wireless must not be misguided by the statements they read by those who find the working of a two-valve set all to their satisfaction. Let them not run away with the idea that any old thing hooked up will produce good results. But it is by no means "building castle in the air for Singapore's newcomers to wireless" to tell them that a two-valve set can be cheaply built and that it can be made to work well. The "radio enthusiast" who fondly imagines that he can obtain a set which will work miracles by the movement of one switch, should get himself a little more acquainted with short-wave listening in generally. If he can afford a super-het, set by all means get one and enjoy the fine results that these sets bring to your loud speaker. If he wants to learn for himself and has only a limited amount of money to spend, then let him build a two-valver and get to know all about it so that when the time comes—and it is not long off now—to comply with Government regulations and add an H.F. stage he will be able to do so with some confidence in his knowledge of the working of the main part of a short-wave receiver which is the detector side.

HOME RECEPTION.

The Popular Wireless short wave expert has something interesting to say about a two-valve receiver in his recent notes which are reprinted here:—

As I write these notes I can hear the distant roll of thunder, and, if I were to switch on the short-wave set, I am sure I could hear also the distant "crunch" of atmospherics. They were so strong when I last listened that I thought my Brown's "A" phones would jib at the unfair work being given them.

Yet a short spell of listening on the broadcast wave-lengths makes me thankful that I am a short-wave man. On the 40-50-metre band, admittedly, atmospherics at this time of the year are often very bad. But below 30 metres I can definitely say that I have never yet had to give up listening because of them, however close the storm happened to be.

Heard This One?

One of my favourite "tall tales" (although perfectly true) concerns a certain morning when I arose at about 6 a.m. and went straight to the receiver. Having got the transmitter in action and "raised" an American I was nearly knocked off my chair by a terrific crash in the 'phones, coinciding with a flash of lightning apparently just outside the window.

It appears I had slept soundly through the first half of quite a severe storm, and had actually "got on the air" during a lull without noticing any atmospherics until the specimen I have mentioned nearly laid me out.

Having got properly into my stride again after my short "break" I am of the opinion that conditions above 30 metres are not all that they might be. The 40-50-metre band of broadcast stations are distinctly weaker than usual until very late, when they appear to come up to something not far short of their normal strength.

Can anyone tell definitely the name of the German station on about 32 metres, very close to Lyngby and Zeesen, that transmits gramophone records fairly regularly?

I have heard him three times on Sunday evenings—in fact on each Sunday that I have listened recently. There is a limit to patience, and, in spite of such diversions as printing photographs while waiting for an announcement, I have had to admit myself beaten every time.

My New "Baby."

Incidentally, I am treating myself to a new receiver for short-wave broadcast, quite separate from the "amateur band" receiver. So as not to have an unfair advantage, I am making it of the very simplest type imaginable, and I intended to burn the midnight watts and enter into direct competition with some of those "P.W." readers who seem to hear everything that has ever been on the ether.

Just for curiosity, when I have finished it, I am going to pack a thermos flask and some sandwiches and make a 24-hour sitting of it. If any of my readers like to accompany me on this trip and send in their logs for the same 24-hours I shall be interested to compare notes.

In "design," if the throwing together of components can be called that, the set will go back some years. It will be a perfectly straight two-valver of the type that has given successful results on short waves since 1927. Incidentally, I still know of nothing to beat an old set I had at that time, although for amateur-band work I now use a screened-grid stage.

"Nightmare" Dials.

Is anyone ever bothered with noisy dials and condensers? I remember some of the nightmare times I used to have entailing hurried journeys to the local shop to borrow either a new dial or a new condenser, or possibly both, still to find the most atrocious scratchy noises on rotating the controls.

New components did not cure the trouble then, for the simple reason that it was simply downright bad design, and not dirt or age, that caused the trouble. Luckily we have progressed since then, and do not seem to be worried any longer.

"W. M. F." of Aberdeen, wants to join the H.A.C., but does not know where we get our six continents from! In case others are in a similar position, they are: Europea, Asia, Australasia, Africa, North America and South America. To become a member one has to hear them all on telephony.

Kuala Lumpur's Records.

The Kuala Lumpur Amateur Radio Society have been notified that their studio programmes were received at Chicago (U.S.A.) on July 21 and at Mysore, Southern India on August 7. These transmissions were put over the F.M.S. Government transmitter at Petaling Hill, Kuala Lumpur, on 55.5 metres, and constitute a long distance record so far as the Kuala Lumpur Amateur Radio Society programmes are concerned—approximately 12,000 miles.

Station Data.

I am informed that Bangkok (ES4PJ) which used to transmit on 37 metres is now on daily from 7 to 10.30 p.m., except Mondays, on 347 metres, and on Thursdays and Fridays European music is broadcast at 9 30 p.m. The station call is ESPJ 1.

Bangkok HSPJ2, is on every Monday on 41 metres, European music being broadcast from 9 to 11 p.m.—Singapore Free Press.

TELEVISION.

Singapore Radio Society's Activities.

Mr. A. B. Sewell gave a lecture on television at the Wireless Club, Singapore. The lecture was extraordinarily good and members present who knew nothing about television beforehand left the Clubhouse with almost a thorough knowledge of the theory of the subject.

Mr. Sewell said that attempts had been made to produce pictures by means of electricity for the last 50 years. The reproduction of still pictures by this means was now more or less perfect. But difficulty was still experienced in producing moving pictures. He estimated that in two or three years we should have in our homes real television wireless sets.

Mr. Sewell went on to say that in addition to the element selenium the photo-electric cell which acted in a similar manner had also been invented. The cell was used to pick up a spot of light directed on the object.

An image remained impressed on the retina of the eye for about a tenth a second. Thus by moving the spot of light very quickly over the whole of the object it would appear to the eye that the whole of the object was illuminated and not just one spot. However, the photo-electric cell was capable of picking up the spots separately and transferring different quantities of electricity, varying with the amount of spot light on the object, to the transmitter. The spots of light were made to move rapidly over the object by means of a disc which revolved in front of a neon-light at about the rate of 750 revolutions a second. The receiver, which Mr. Sewell said should not cost much more than a wireless receiver, was similar to the transmitting machine and could be worked off an ordinary wireless receiver. Mr. Sewell then described various types of television apparatus.

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" Corned	咸牛肉	"	—	23	12
" Roast	燒牛肉	"	33	24	22
" Breast	牛腩	"	30	20	18
" Soup	湯肉	"	27	20	18
" Steak	牛排	"	33	24	22
" Steak Sirloin	牛柳	"	46	30	35
" Sausages	牛腸	"	36	26	20
Bullock's Brains	牛腦	per set	17	10	12
" Tongue, fresh	牛脷	each	75	50	60
" Tongue, corned	咸牛脷	"	—	60	—
" Head	牛頭	"	$1.20	—	$1.20
" Heart	牛心	lb.	24	18	14
" Hump, Salt	牛肺	"	—	20	18
" Feet	牛腳	each	12	10	12
" Kidneys	牛腰	"	15	10	12
" Tail	牛尾	"	27	20	22
" Liver	牛肝	lb.	24	13	14
" Tripe	牛肚	"	8	6	7
Calves' Head & Feet	牛仔頭腳	set	$1.50	$1.00	$1.00
Mutton Chop	羊排	lb.	44	26	—
" Leg	羊脾手	"	44	26	—
" Shoulder	羊肉	"	40	24	—
" Saddle	羊鞍	"	44	—	—
Pig's Chitlings	猪腸	"	30	27	—
" Brains	猪腦	Per set	3	—	—
" Feet	猪脚	lb.	18	15	—
" Fry	猪什	"	30	15	18
" Head	猪頭	"	20	20	—
" Heart	猪心	each	18	10	10
" Kidneys	猪腰	"	15	10	8
" Liver	猪肝	lb.	48	30	24
Pork Chop	猪排骨	"	40	25	23
" Leg	猪脾	"	42	—	—
" Loin	猪腰	"	45	60	70
" Fat or Lard	猪油	"	26	21	—
Sheep's Head & Feet	羊頭腳	per set	90	60	70
" Heart	羊心	each	12	8	7
" Kidneys	羊腰	"	15	12	10
" Liver	羊肝	"	45	26	25
Sucking Pigs, to order	乳猪	lb.	25	25	22
Suet, Beef	牛羊油	"	30	20	18
" Mutton	羊油	"	36	26	26
Veal	牛仔肉	"	22	20	20
" Sausages	牛仔腸	"	28	—	—
" " No. 1		"	32	—	—

Fish.					
Barbel	鮫唇魚	lb.	62	16	24
Bream	鯛魚	"	45	20	16
Canton Fresh Water Fish	省城塘養淡水魚	"	45	—	—
Carp	鯉魚	"	45	13	16
Catfish	鯰魚	"	52	16	27
Codfish	鱈魚	"	50	12	9
Crabs	蟹	"	58	16	17
Cuttle Fish	魷魚	"	32	23	26
Dab		"	26	16	27
Dace	鯊魚	"	62	23	16
Dog Fish	尾扯	"	23	10	—
Eels, Conger	鰻魚	"	60	10	8
" Fresh Water	淡水	"	60	16	—
" Yellow	鰻鱺	"	54	10	8
Frogs	田雞	"	36	26	30
Garoupa	石斑魚	"	1.00	32	25
Gudgeon	白甲魚	"	30	40	30
Herrings	青魚	"	38	22	18
Halibut	鞋魚	"	48	13	23
Labrus		"	48	18	15
Loach	花鰍	"	80	32	13
Lobsters	蝦	"	78	62	24
Mackarel	魚公魚	"	62	32	21
Monk Fish	魚班	"	56	20	20
Mullet	烏頭	"	46	13	2
Oysters	蠔	"	45	12	2
Parrot Fish	鸚哥魚	"	40	14	9
Perch	鱸魚	"	35	30	15
Pike	鱖魚	"	54	16	9
Plaice	鰈魚	"	54	36	29
Pomfret, White	白鯧	"	66	36	30
Pomfret, Black	黑鯧	"	48	36	45
Prawns	蝦	"	46	10	14
Ray	老鴉公	"	30	10	14
Rock Fish	石斑魚	"	36	13	18
Roach	鯇魚	"	46	22	10
Salmon	沙瑯魚	"	68	36	30
Shark	鯊	"	28	8	10
Skate	魟魚	"	28	10	10
Shrimps	蝦	"	66	33	30
Snapper	立魚	"	54	28	28
Soles	尤魚	"	52	22	28
Tench	左口魚	"	48	26	35
Turbot		"	48	12	12
Turtles, small fr. water	龜	"	1.50	40	—

Poultry.			Sept. 9, 1931. Cts.	June, 1918. Cts.	June, 1914. Cts.
Chicken	雞	lb.	64	30	31
Capons, Small	線雞	"	60	28	30
Capons, Large	肥線雞	"	68	28	30
Duck	鴨	"	45	22	21
Doves	斑鳩	each	50	22	21
Eggs, Hen (cooking)	雞蛋	per doz.	33	18	—
Eggs, Hen (fresh)	新鮮雞蛋	"	36	25	20
Fowls, Canton	本地雞	lb.	76	36	24
Fowls, Hainan	海南雞	"	60	35	24
Geese	鵝	"	54	24	24
Pigeons, Canton	白鴿	each	50	30	—
" Hofhow	河口鴿	"	38	28	—
Turkeys, Cock	火雞公	lb.	75	—	—
Turkeys, Hen	火雞	"	60	61	45
Snipe	沙堤	each	30	—	—
Pheasant	山雞	pair	—	—	—
Quail	鵪鶉	each	—	—	—
Partridges	鷓鴣	"	—	—	—

Fruits.					
Almonds	杏仁	lb.	80	35	—
Apples (California)	金山蘋果	"	48	26	—
Bananas (bride's)	新山香蕉	"	8	4	—
Carambola	楊桃	"	18	12	—
Coconuts	椰子	each	14	10	10
Lemons, China	檸檬	lb.	12	25	30
Lemons (American)	金山檸檬	each	16	8	—
Lichees, Dried	荔枝干	lb.	1.00	25	30
Oranges (Canton)	新會甜橙	"	—	—	—
Oranges	橙	"	—	—	15
Pears (Canton)	沙梨	"	28	—	—
Peanuts	花生	"	14	10	12
Persimmons, Large	紅柿	"	16	12	—
Plantain	大蕉	"	5	8	—
Pumelo, Siam	暹羅柚	each	20	12	6
Walnuts	合桃	lb.	48	—	16
Grapes	葡萄子	"	70	—	—

Vegetables, &c.					
Artichokes	鴨老竹	each	14	—	2
Beans, Sprout	芽菜	lb.	7	—	7
" Long	豆角	"	14	—	8
Beet Root	紅頭菜	"	14	—	—
Bitter Squash	苦青瓜	"	8	24	—
Brinjals, Green	青瓜	"	8	5	3
" Red	紅瓜	"	8	5	3
Cabbage, Chinese	芥菜	"	12	—	—
" (Shanghai)	椰菜	"	—	12	—
Cane Shoots, bunch	竹筍	"	8	—	—
Cauliflower (Large)	大椰菜花	each	—	—	—
" (Medium)	中椰菜花	"	—	—	—
" (Small)	細椰菜花	"	—	6	6
Carrots	金筍	lb.	20	5	6
Celery, Chinese	唐芹菜	"	14	10	6
Chillies, Dried	辣椒	"	18	25	5
" Red	紅辣椒	"	14	10	10
" Green	青辣椒	"	6	8	12
Curry Stuff, English	梨屑材料	"	16	8	—
Cucumbers	青瓜	"	8	2	—
Garlic	蒜頭	"	10	6	6
Ginger, Young	子薑	"	10	7	—
" Old	老薑	"	8	20	—
Horseradish, Shanghai		"	35	8	4
Indian Corn	粟米	"	—	45	—
Lettuce	椰生菜	"	20	1	—
Water Chestnuts	馬蹄	"	10	—	8
" Mandarin	桂林馬蹄	"	12	—	8
Mushrooms, Fresh	鮮草菰	"	48	—	8
Okroes		"	—	1	10
Onions, Bombay	洋葱頭	"	10	8	8
" Green	生葱	"	6	4	6
" Shanghai	上海葱頭	"	6	6	—
Parsley	芹菜	"	50	30	8
Potato, Sweet	番薯	"	5	3	—
" Japanese	日本薯仔	"	4	3	—
" American	金山薯仔	"	8	3	—
Pumpkin	冬瓜	"	5	4	4
Radish	紅蘿蔔仔	"	—	—	—
Rhubarb (Fresh)	大黃菜頭	"	—	—	10
Shallots	干葱	"	6	—	8
Spinach	菠菜	"	8	8	—
Tomatoes	番茄	"	20	4	—
Taros	芋	"	6	7	—
Turnips, Punti (Long)	蘿蔔	"	12	6	—
Vegetable Marrow	節瓜菜	"	8	4	—
Water Cress		"	14	15	—
Water-Lily Root	蓮	"	6	15	—

The Caravan.

ARCADE, PENINSULA HOTEL.

Sole Agents:

THE FETTE RUG CO.

NEW CONSIGNMENT OF RUGS

JUST RECEIVED.

The

China Mail.

ESTABLISHED 1845.

HONG KONG, TUESDAY, SEPTEMBER 15, 1931.

DENTALINE

(Concentrated Antiseptic)

Is more than a mouth-wash — it actually

KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent. Properly diluted it is delightful to taste and refreshing to use.

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CENTRAL

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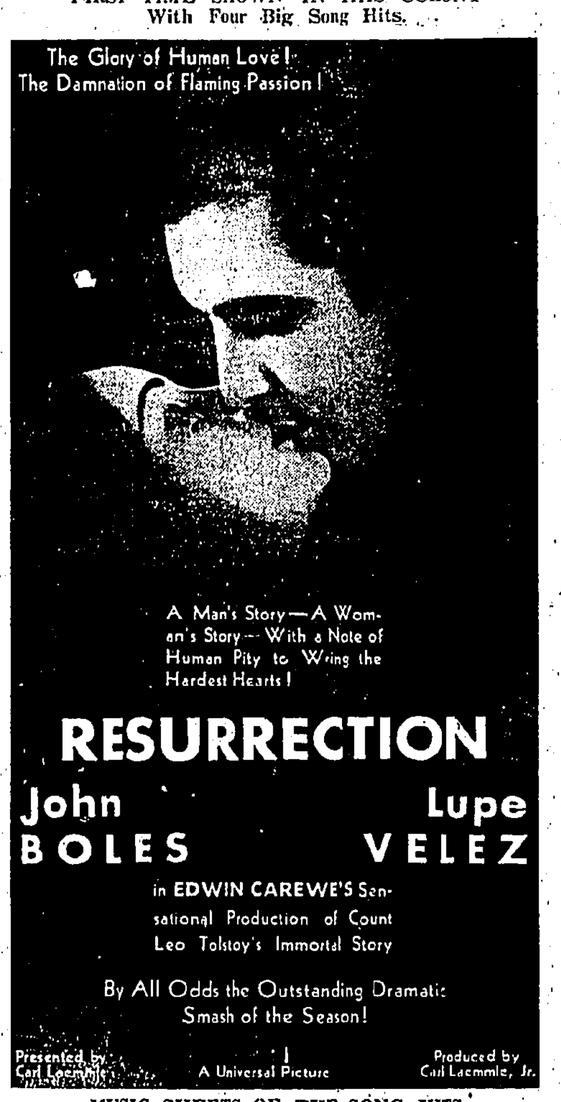
AN ALL-TALKING, SINGING

1931 UNIVERSAL SUPER-PRODUCTION

FIRST TIME SHOWN IN THIS COLONY

With Four Big Song Hits. . .



MUSIC SHEETS OF THE SONG HITS DISTRIBUTED TO OUR PATRONS FREE

ALSO SHOWING

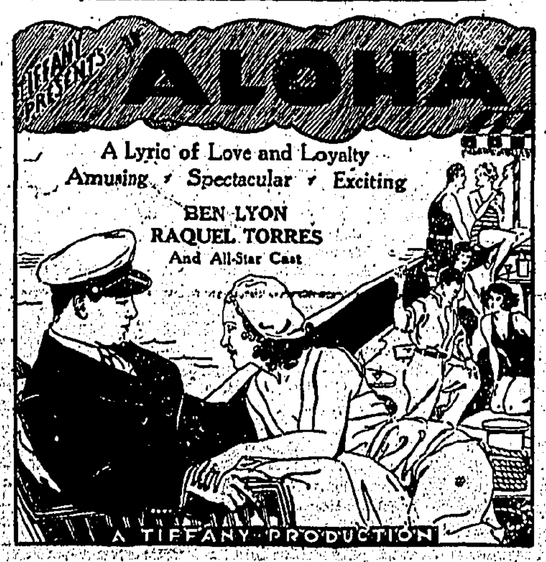
SLIM SUMMERVILLE in "OOH LA LA."

GEORGE SIDNEY in "COHEN on the TELEPHONE"

Please book early to avoid crush.

Booking at the Theatre — Telephone 25720.

COMMENCING TO-MORROW



WAVE OF BUYING SHARES.

Substantial Transaction Reported.

THIS MORNING'S FEATURES.

The official summary issued by the Stock Exchange to-day states:

The market opened this morning with a wave of buying of the more speculative counters, substantial transactions having taken place in Ewos, Trams and Lands. Whampoa Docks, after remaining stagnant for a considerable time, are now in demand at $29.

Banks were in request at $2,040.

Canton Insurances, after business done at $1,525, closed with buyers at this rate.

Unions were dealt in at $560, and terminated with buyers at $555.

H. K. Fires were wanted at $1,480, but the rate did not procure shares.

Underwriters were negotiated at $6.20.

Wharves were in demand at $164.

Whampoa Docks, as already stated, were in request at $29.

Providents, which were done at $6½, ended with buyers at $6.40. The new shares could have been obtained at $3.20.

Hotels (old) were in demand at $17. The new shares, which were put through at $16.60, were in request at $16.40, but at the close there were sellers at the first-named quotation.

Lands were the medium of sales at $90½, at which they closed in demand, but sellers were seeking $90¾.

Humphreys (old) were in demand at $22¼.

Realties were transacted at $17.30.

Ewos, after being done at $15.35 and $15¾, had buyers at the latter rate, but sellers wanted $15.90.

Trams changed hands at $22.60 and $22.70, at which latter rate they closed in demand.

Star Ferries were put through at $96, and at the close they were in demand at $95½.

China Lights could have been placed at $30.

Electrics could have been obtained at $82½.

Telephones (fully paid) were in demand at $44½, and the new shares were the medium of sales at $35½.

Canton Ices were offered at $8.10.

Cements (combined) were in demand at $20½.

Watsons were wanted at $17.10.

Amusements (old) were in request at $27, and the "A" and "B" shares were also wanted at $23.60, respectively.

H.K. Constructions cum rights were in demand at $14.10, and sales were reported of the Right at $2.60.

S.C. Enterprises were recorded sales at $11.

PORT OF PAKHOI.

The following notice is posted at the Harbour Office:—

On or about September 25, and without further advice, the two buoys defining the fairway between the Fish Stakes at the entrance to Pakhoi will be moved about 2,000 feet South East from present positions, the characteristics of the buoys remaining unchanged.

There will be a clear passage, 400 feet wide, between the two buoys, with a depth of not less than 30 feet of water at low water spring tides.

TRAGEDY OF THE HYPHEN MARK.

Technical Commission of Enquiry.

Moscow, Yesterday.

A message from Ufa states that the bodies of Le Brix and Mesmin have been taken there by train, and will be despatched to France. Doret placed a wreath on his comrades' coffins.

A Paris message says that the airman Codos has declared his readiness again to attempt the long-distance record, but not immediately, as atmospheric conditions will not permit a flight to Tokyo so late in the year.

A technical commission will fly from Paris to Ufa in the aeroplane Paris to enquire into the tragedy of the Hyphen Mark.—Reuter.

[The three French aviators set out last Friday morning on a flight from France to Japan. They crashed on Saturday at the mouth of the River Taniper and two of the occupants were killed.

The same day and only a few minutes later, another two aviators in the Question Mark also took off on a similar flight. It was expected that an exciting race would occur between the "?" and the "!", but the "?", owing to a defect in the tank, was obliged to make a forced landing at Dusseldorf and later it was announced that the flight, so far as the "?" was concerned, had been abandoned for the present.]

OCCASIONAL RAIN.

The Royal Observatory's report issued this morning at 10.17 o'clock states:—

The anti-cyclone over Japan has strengthened.

A trough of low pressure extends from Cochin-China to Guam.

Forecast:—East winds, moderate; generally cloudy, occasional rain.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day, 0.05 inch. Total since January 1—70.32 inches against an average of 71.03 inches — deficit 0.71 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	77
Pratas Islands	79
Manila	76
Foochow	76
Chefoo	68
Shanghai	72

KWANGSI BANKNOTES.

(Continued from Page 1.)

It is understood that the American Banknote Company are represented in Canton and in Shanghai, but so far they have not come forward to claim the notes. What considerations have prompted their refraining from doing so is naturally not material to the American Express Company, who have fulfilled the terms of their carrying contract in that the goods have been delivered and stored in Hong Kong, and are merely awaiting application for delivery by the consignee.

Kwangsi's Complaint.

The text of the message, issued from Nanning by the "Central Press," is as follows:—Nanning, September 12.—Strong feelings here against the American Banknote Company and the American Express Company for failure to deliver banknotes to the Kwangsi Provincial Bank took a new turn to-day, when a Committee was formed to make known throughout China and other countries the deliberate breach of faith on the part of the two companies, particularly the American Banknote Company.

Besides informing the National Government with the full facts of the case, the Committee has sent circular telegrams to South America and other countries where the American Banknote Company has business connections, stating that the concern has purposely violated the agreement by communicating the material facts to T. V. Soong who asked the American Minister to restrain the American Express Company of Hong Kong from delivering the notes to the Kwangsi Provincial Bank.

The public in Canton and other parts of the country are urged to boycott the American Banknote Company and the American Express Company and to place future orders with British firms.

It will be recalled that the American Banknote Company of New York undertook to print banknotes for the Kwangsi Provincial Bank. The notes were shipped by the American Express Company to Hong Kong, but it refuses to deliver the goods on the ground that their office at Shanghai instructs the Hong Kong office not to do so at the order of the Nanking authorities.

It is understood that the Kwangsi Bank will take action for the recovery of the notes, as it has fulfilled all the terms of the contract including the payment of the price.

DEFRAUDING THE RAILWAY.

Two Chinese Passengers Fined.

FALSE ECONOMY.

Two Chinese, Tse You-shing and Tse Hong-ting, were this morning charged in the Kowloon Police Court with defrauding the Kowloon-Canton Railway of 75 cents while travelling on the 7 p.m. train from Shumchun to Kowloon.

The two men were travelling in a second class compartment, but possessed only third class tickets. When asked to pay the excess first defendant produced a $100 note. On being told that no change was procurable he grew abusive and struck the ticket collector.

Mr. F. Winyard, of the Kowloon Canton Railway, said that this offence was an everyday occurrence among the Chinese military people.

In convicting, Mr. Fraser said that tendering a $100 note for a 75 cents excess fare and refusing to let another man pay, was asking for trouble.

A fine of $10 each was imposed, the assault charge being dismissed.

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Afridol-Soap"

Prevents and cures SKIN DISEASES especially Prickly Heat

AMUSEMENTS OF HONG KONG

AT THE QUEEN'S

TO-DAY AND TO-MORROW At 2.30, 5.00, 7.15 & 9.30.

LIKE A FLAME-SHOT METEOR

SWIRLING TO EARTH! - - - -

Tender as the Touch of Loving Hands—Yet Bursting Across the Screen with the Almighty Power of Creation's Unlocked Fury!

EDNA FERBER'S

Great Story Comes Through!

The terrific majesty of "The Birth of a Nation" and "The Four Horsemen" realised again in the flaming panorama of an Empire built in a day!

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And an assemblage of superlative artists

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RADIO PICTURE.

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ROBT. MONTGOMERY

IN HIS FIRST STARRING PICTURE

"SHIPMATES"

with DOROTHY JORDAN.

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